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RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD.

Railways in India

Administration Report for the year

1919-20

VOLUME II

(APPENDICES)

00134511

SIMLA
GOVERNMENT CENTRAL PRESS
1920

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(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Re. 1.

(3) History of Services of the officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 2-8-0.

(4) History of Indian Railways constructed and in progress corrected up to 31st March 1918 (published quinquennially). Price Rs. 1-8.

(5) Pocket edition of the Schedule of Dimensions to be observed on all 5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge railways in India. Price as 12.

Technical papers.

(6) Over 200 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of Railway Works Studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign Engineering Magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with Railways.

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The books and papers can be bought from the—

Superintendent, Government Printing, 8, Hastings Street, Calcutta.

The prices of the papers very from Annas Four to Rupees Eight.

APPENDIX 1.

Mileage opened during the financial year ended the 31st March 1920.

Name of railway.	Gauge.	Section opened.		Mileage opened.			Date of first opening.	Remarks.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings).		
1	2	3	4	5	6	7	8	9
I—STATE LINES WORKED BY THE STATE.								
Eastern-Bengal ...	5' 6"	Tiljala ...	Docks ...	...	(a) 4·53	9·06	14-6-19	(a) 3rd and 4th tracks.
North Western ...	"	Golra ...	Rawalpindi ...	...	(b) 9·00	9·00	14-2-20	(b) 2nd track.
		Khariro ...	Kotlaloo ...	...	(b) 3·25	3·25	27-11-19	
		Kotlaloo ...	Nawabshah ...	...	(b) 31·29	31·29	25-2-20	
		Nawabshah ...	Shahdadpur ...	...	(b) 26·10	26·10	27-11-19	
				...	69·64	69·64	...	
Aden ...	3' 3 3/8"	Lahej ...	Elkhudad ...	6·25	...	6·25	7-1-20	
Total I ...	...	.....	.....	6·25	74·17	80·42		
II—STATE LINES WORKED BY COMPANIES.								
Bombay, Baroda and Central India.	5' 6"	Dada ...	Mahim ...	...	(c) 1·63	1·63	20-6-19	(c) 3rd track.
III(B)—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.								
Chaparmukh-Silghat ...	3' 3 1/4"	Chaparmukh ...	Silghat ...	50·81	...	50·81	30-8-20	
IV(B)—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.								
Panposh-Raipura ...	5' 6"	Panposh ...	Raipura ...	13·98	...	13·98	24-11-19	
VIII—UNASSISTED COMPANIES' LINES.								
Ambaji-Taranga Light ...	2' 6"	Varetha Junction...	Samia ...	20·50	...	20·50	16-9-19	
IX—DISTRICT BOARD LINES.								
Tanjore District Board ...	3' 3 3/8"	Tiruturaipundi ...	Agastiyampalli ...	22·94	...	22·94	15-5-19	
XI—INDIAN STATE LINES WORKED BY INDIAN STATES.								
Junagad State	3' 3 3/8"	Talala ...	Jambur ...	4·86	...	4·86	17-3-20	
GRAND TOTAL.								
...	...	...	...	119·34	75·10	199·67	...	

APPENDIX 2.

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1920.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1920.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	I.—STATE LINES WORKED BY THE STATE									
	5′ 6″ GAUGE.									
1	Eastern Bengal ...	2-1-62	E. B. Ry.	408·37	159·99 (a)	568·36	772·98	341·82	1,114·80	(a) 136·83 miles double, 1·69 triple and 21·47 quadruple line.
2	North Western ...	13-5-61	N. W. Ry.	2,993·46	791·76 (double)	3,785·22	4,576·98	1,403·93	5,980·91 (b)	(b) Excludes 22·53 miles of sidings laid but not worked, as also 2·02 miles of main line and 4·48 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway.
3	Oudh and Rohilkhand	23-4-67	O. & R. Ry.	1,488·55 (c)	21·22 (double)	1,509·77	1,530·99	330·32	1,861·31	
	Total ...	...	...	4,890·38	972·97	5,863·35	6,880·95	2,076·07	8,957·02	
	3′ 3⅜″ GAUGE.									
4	Aden	1-1-16	State ...	28·75	...	28·75	28·75	...	28·75	(c) Excludes 2·18 miles of 3′ 3⅜″ gauge line at Benares shown under 3′ 3⅜″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line, between Burhwal and Bara Banki over which the Bengal and North-Western railway trains also work and 1·17 miles of 3′ 3⅜″ gauge track over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
5	Cawnpore-Burhwal link.	24-11-96	B. & N. W. Ry. Co.	(d)80·34	...	80·34	80·34	(e)11·68	92·02	
6	Eastern Bengal ...	28-8-77	E. B. Ry.	1,022·04	7·29 (double)	1,029·33	1,036·62	281·71	1,318·33	
7	Oudh and Rohilkhand	1-4-99	B. & N. W. Ry. Co.	(f)2·18	...	2·18	2·18	...	2·18	
	Total ...	...	...	1,133·31	7·29	1,140·60	1,147·89	293·39	1,441·28	
	2′ 6″ GAUGE.									
8	Eastern Bengal ...	18-7-81	E. B. Ry. ...	35·10	...	35·10	35·10	1·85	36·95	(d) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (c) above.
9	Kalka-Simla ...	9-11-03	N. W. Ry.	59·92	...	59·92	59·92	9·47	69·39	
10	Kohat-Thal ...	1-4-03		61·75	...	61·75	61·75	7·14	68·89	
11	Nowshera-Durgai ...	1-1-01		40·40	...	40·40	40·40	6·00	46·40	
12	Trans Indus (Kalabagh-Bannu).	15-6-13		135·36	...	135·36	135·36	22·71	158·07	(e) Includes 1·06 miles of 3′ 3⅜″ gauge sidings on mixed (5′ 6″ and 3′ 3⅜″) gauge section between Burhwal and Bara Banki.
	Total ...	...	...	332·53	...	332·53	332·53	47·17	379·70	
	2′ 0″ GAUGE									
13	Jorhat (Provincial)	15-12-84	Assam Administration.	32·50	...	32·50	32·50	2·04	34·54	(f) Length between the O. & R. Ry. Cantonment and the E. & N. W. Ry. City stations at Benares.
	Total ...	...	...	6,388·72	980·26	7,368·98	8,393·87	2,418·67	10,812·54	
	II.—STATE LINES WORKED BY COMPANIES.									
	5′ 6″ GAUGE.									
14	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	123·10	2·78 (double)	125·88	128·66	50·11	178·77	(g) Included with the Indian State section, serial No. 137.
15	Baran-Kotah ...	1-7-08		40·29	...	40·29	40·29	3·38	43·67	
16	Bengal-Nagpur ...	6-4-80	B. N. Ry. Co.	1,782·45	106·21 (double)	1,888·66	1,994·87	519·15	2,514·02	(h) 256·57 miles double, 1·63 triple and 1 mile quadruple line.
17	Bezwada Extension	10-2-89	N. G. S. Ry. Co.	21·47	...	21·47	21·47	1·45	22·92	(i) 658·67 miles double, 22·43 triple, 11·48 quadruple, 2·24 quintuple and 0·85 sextuple line.
18	Bhopal-Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	12·66	...	12·66	12·66	(g)	12·66	(j) 728·51 miles double and 29·62 quadruple line.
19	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	737·89	259·20 (h)	997·09	1,258·29	352·31	1,610·60	(k) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli.
20	Cawnpore Banda ...	21-4-13	G. I.P. Ry.Co.	75·71	...	75·71	75·71	6·94	82·65	
21	East Indian ...	15-8-54	E. I. Ry. Co.	1,765·20	695·67 (i)	2,460·87	3,211·46	1,111·17	4,322·63	(l) Includes 0·46 mile, being portion of line between North facing points and North outer signals at Waltair, treated as double line, and 1·05 miles of double line from Waltair to Vishakhapatnam to Basin Bridge Junction.
22	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	1,803·49	758·13 (j)	2,561·62	3,378·99	883·08	4,262·07	
23	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	936·79 (k)	44·94 (l) (double)	1,031·73	1,078·67	215·76	1,292·43	
24	South Bihar (m) ...	5-7-99	E. I. Ry. Co.	79·19	...	79·19	79·19	7·44	86·63	
25	South Indian ...	23-5-60	S. I. Ry. Co.	445·94	...	445·94	445·94	72·63	518·57	(m) Although a leased line, it is for convenience shown under the head "State lines worked by companies"
	Total ...	...	...	7,874·18	1,866·93	9,741·11	11,724·20	3,253·42	14,977·62	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1920.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1920.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	II.—STATE LINES WORKED BY COMPANIES—*concld.*									
	3′ 3⅜″ Gauge.									
26	Alnavar-Dandeli (Provincial).	1-2-19	M. & S. M. Ry. Co.	19·12	...	19·12	19·12	1·75	20·87	(*a*) Includes 11·19 miles on 5′ 6″ gauge, of which 2·10 miles at Ujjain and 0·29 mile at Idgah (Agra) are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge), 3·07 miles at Agra worked by the East India railway and 5·73 miles, Delhi Main to Nangal Raya, worked by the North Western railway.
27	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	869·41	...	869·41	869·41	166·71	1,036·12	
28	Bangalore-Harihar...	11-8-84	M. & S. M. Ry. Co.	210·25	...	210·25	210·25	23·81	234·06	
29	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	(*a*) 1,818·62	(*b*) 3·01 (double)	1,821·63	(*c*) 1,824·64	(*d*) 384·22	2,208·86	
30	Burma	2-5-77	B. Rys. Co.	1,229·43	118·94 (double)	1,348·37	1,467·31	330·74	1,798·05	(*b*) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway.
31	Burma extensions ...	15-4-07		187·78	...	187 78	187·78	49·82	237·60	
32	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	32·00	...	32·00	32·00	2·62	34·62	(*c*) Includes 11·37 miles on the 5′ 6″ gauge.
33	Jodhpur-Hyderabad (British section) (*e*).	18-8-92	J. B. R. ...	123·98	...	123·98	123·98	18·72	142·70	(*d*) Includes 15·92 miles on the 5′ 6″ gauge.
34	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	312·41	...	312 41	312·41	64·86	377·27	(*e*) The Indian State section of this railway forms an intergal part of the Jodhpur railway.
35	Madras and Southern Mahratta.	24-3-84	M. & S M. Ry. Co.	(*f*) 1,518·13	...	1,518·13	1,518·13	(*g*) 171·33	1,689·46	(*f*) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line between Bezwada and Tadepalli
36	Nilgiri	15-6-99	S. I. Ry. Co.	28·96	...	28 96	28·96	4·47	33·43	(*g*) Includes 1·26 miles of sidings in the Bezwada station yard.
37	Palanpur-Deesa (*h*)	8-11-93	B. B. & C. I. Ry. Co.	17·28	...	17·28	17·28	1·29	18·57	(*h*) This lines the joint property of Government and the Palanpur Durbar.
38	South Indian ...	15-7-61	S. I. Ry. Co.	881·49	...	881·49	881·49	172·96	1,054·45	
39	Southern Shan States	15-6-12	B. Rys. Co.	69·68	...	69·68	69·68	7·65	77·33	
40	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	50·41	...	50·41	50·41	(*i*)16·31	66·72	(*i*) Includes sidings on the Indian State section, serial No. 139.
41	Tirhoot	1-11-75	B. & N. W. Ry. Co.	805·19	10·05 (double)	815·24	825·29	182·36	1,007·65	
	Total	...	...	8,174·14	132·00	8,306·14	8,438·14	1,599·62	10,037·76	
	2′ 6″ Gauge.									
42	Broach-Jambusar ...	23-11-14	B. B. & C. I. Ry. Co.	29·69	...	29·69	29·69	3·07	32·76	
43	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	217·25	...	217·25	217·25	19·25	236·50	
44	Jubbulpore-Gondia Extension.	18-4-03		311·58	...	311·58	311·58	41·26	352·84	
45	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	73·30	...	73·30	73·30	4·26	77·56	
46	Nagpur-Chhindwara	1-1-11	B. N. Ry. Co.	97·20	...	97·20	97·20	7·70	104·90	
47	Purulia-Ranchi ...	15-11-07		115·30	...	115·30	115·30	10·09	125·39	
48	Raipur-Dhamtari ...	10-9-00		56·94	...	56 94	56·94	3·82	60·76	
49	Tirupattur-Krishnagiri	18-9-05	S. I. Ry. Co.	25·38	...	25·38	25·38	2·52	27 90	
	Total ...	...	...	926 64	...	926·64	926·64	91·97	1,018 61	
	2′ 0″ Gauge									
50	Tumsar-Tirodi Light	1-4-16	B. N. Ry. Co.	45·53	...	4553	45·53	9·52	55·05	
	Total II ...	...	...	17, 20·49	1,998·93	19,019·42	21,131 51	4,954·53	26,089·04	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1920.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1920.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.									
	(A) WORKED BY THE BRANCH LINE COMPANY.									
	2' 6" Gauge.									
51	Ahmadpur-Katwa ...	30-5-17	A. K. Ry. Co.	32·26	...	32·26	32·26	2·29	34·55	
52	Arakan Light ...	15-2-19	A. Lt. Ry. Co.	18·25	...	18·25	18·25	0·03	18·28	
53	Bankura-Damoodar River.	15-12-16	B. D. R. Ry. Co.	59·95	...	59·95	59·95	4·34	64·29	
54	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co	32·47	...	32·47	32·47	3·12	35·59	
55	Kalighat-Falta ...	28-5-17	K. F. Ry. Co.	25·33	...	25·33	25·33	3·42	28·75	
	Total III(A) ...	...	...	168·26	...	168 26	168·26	13·20	181·46	
	(B) WORKED BY THE MAIN LINE.									
	5' 6" Gauge.									
56	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	32·04	...	32·04	32·04	4·64	36·68	
	3' 3" Gauge.									
57	Chaparmukh-Silghat	30-3-20	A. B. Ry. Co.	50·81	...	50·81	50·81	3·82	54·63	
	2' 6" Gauge.									
58	Dasghara-Jamalpur-gunj.	1-9-17	B. P. Ry. Co.	8·31	...	8·31	8·31	0·77	9·08	
	Total III(B) ...	...	...	91·16	...	91·16	91·16	9·23	100 39	
	IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.									
	(A) WORKED BY THE BRANCH LINE COMPANY.									
	2' 6" Gauge.									
59	Champaner-Shivrajpur-Pani Light.	2-2-11	Gujerat Rys. Co.	32·40	...	32·40	32·40	4·54	36·94	
60	Godhra-Lunavada ...	4-2-13		25·45	...	25·45	25·45	1·95	27·40	
61	Nadiad-Kapadvanj	5-3-13		28·01	...	28·01	28·01	(*a*) 4·02	32·03	(*a*) Including 1·94 miles of ballast quarry siding a Kapadvanj.
	Total IV(A) ...	...	...	85·86	...	85·86	85·86	10·51	96·37	
	(B) WORKED BY THE MAIN LINE.									
	5' 6" Gauge.									
62	Amritsar-Patti ...	21-9-06	N. W. Ry.	54·26	...	54·26	54·26	8·11	62·37	
63	Jullundur-Mukerian	1-1-15		44·81	...	44·81	44·81	3·88	48·69	
64	Mandra-Bhaun ...	1-5-15		46·38	...	46·38	46·38	4·19	50·57	
65	Panposh-Raipura ...	24-11-19	B. N. Ry. Co.	13·98	...	13·98	13·98	...	13·98	
66	Phagwara-Rahon ...	1-4-15	N. W. Ry.	45·21	...	45·21	45·21	5·23	50·44	
67	Sara-Sirajganj ...	1-7-15	E. B. Ry.	53·04	...	53·04	53·04	26·91	79·95	
68	Sialkot-Narowal ...	10-11-15	N. W. Ry.	38·16	...	38·16	38 16	4·00	42·16	
69	Southern Punjab (Main line).	10-11-97		425·31	0·64 (double)	425·95	426·59	77·77	504·36	
70	Southern Punjab (Jullundur Doab).	23-6-12		130·19	...	130·19	130·19	16·93	147·12	
71	Southern Punjab (Ludhiana Extension.)	10-6-05		152·04	...	152·04	152·04	16·70	168·74	
72	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	155·72	...	155·72	155·72	10·91	166·63	
	Total ...	...	...	1,159·10	0·64	1,159·74	1,160·38	174·63	1,335·01	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1920.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1920.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.									
	(B) WORKED BY THE MAIN LINE.—*concld.*									
	3′ 3⅜″ GAUGE.									
73	Ahmedabad-Dholka	23-2-03	B. B. & C. I. Ry. Co.	33·54	...	33·54	33·54	2·78	36·32	
74	Ahmedabad-Parantij	1-5-97	B. B. & C. I. Ry. Co.	88·70	...	88·70	88·70	(a) 13·32	102·02	(a) Includes 1·63 miles on the 5′ 6″ gauge.
	Total	...	...	122·24	...	122·24	122·24	16·10	138·34	
	2′ 6″ GAUGE.									
	Dhond-Baramati ...	20-5-14	G. I. P. Ry. Co.	27·26	...	27·26	27·26	1·70	28·96	
76	Ellichpur-Yeotmal ...	1-12-13	G. I. P. Ry. Co.	117·66	...	117·66	117·66	9·84	127·50	
77	Jacobabad-Kashmor	1-12-14	N. W. Ry.	76·70	...	76·70	76·70	3·58	80·28	
78	Khulna-Bagerhat ...	10-6-18	E. B. Ry. ...	19·75	...	19·75	19·75	1·85	21·60	
79	Pachora-Jamner ...	1-4-18	G. I. P. Ry. Co.	34·62	...	34·62	34·62	2·91	37·53	
80	Pulgaon-Arvi ...	25-9-17	G. I. P. Ry. Co.	21·83	...	21·83	21·83	1·68	23·51	
	Total	...	...	297·82	...	297·82	297·82	21·56	319·38	
	2′ 0″ GAUGE.									
81	Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	95·44	...	95·44	95·44	4·11	99·55	
82	Matheran Light ...	22-3-07	G. I. P. R. Co.	12·61	...	12·61	12·61	1·18	13·79	
	Total ...	...	...	108·05	...	108·05	108·05	5·29	113·34	
	Total IV (B) ...	...	...	1,687·21	0·64	1,687·85	1,688·49	217·58	1,906·07	
	V.—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE AND REBATE TERMS.									
	3′ 3⅜″ GAUGE.									
83	Mymensingh-Bhairab Bazar.	20-3-17	A. B. Ry. Co.	100·68	...	100·68	100·68	12·43	113·11	
	VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.									
	5′ 6″ Gauge.									
84	Delhi-Umballa-Kalka	1-3-91	E. I. Ry. Co.	206·40	...	206·40	206·40	(b)31·82	238·22	(b) Includes sidings on the Jind-Panipat (Indian State section), serial No. 141.
	3′ 3⅜″ GAUGE.									
85	Bengal and North-Western. (c)	2-4-84	B. & N. W. Ry. Co.	1,248·58	...	1,248·58	1,248·58	227·30	1,475·88	(c) Receives land only from Governments.
86	Bengal Dooars extensions. (c)	20-4-00	B. D. Ry. Co.	121·80	...	121·80	121·80	15·01	136·81	
87	Mirpur Khas-Jhudo (c)	18-4-09	J. B. Ry.	50·43	...	50·43	50·43	2·71	53·14	
88	Mirpur Khas-Khadro	1-1-12	J. B. Ry.	49·50	...	49·50	49·50	3·00	52·50	
89	Rohilkund and Kumaon.	12-10-84	R. & K. Ry. Co.	258·72	...	258·72	258·72	32·24	290·96	
	Total	...	...	1,729·03	...	1,729·03	1,729·03	280·26	2,009·29	
	2′ 6″ GAUGE.									
90	Barsi Light (c) ...	1-3-97	B. Lt. Ry. Co.	117·50	...	117·50	117·50	14·68	132·18	
91	Dehri-Rohtas Light	6-2-11	D. R. Lt. Ry. Co.	23·83	...	23·83	23·83	4·67	28·50	
92	Shahdara (Delhi)-Saharanpur Light. (c)	7-5-07	S. S. Lt. Ry. Co.	92·50	...	92·50	92·50	8·62	101·12	
	Total	...	...	233·83	...	233·83	233·83	27·97	261·80	
	Total VI ...	...	...	2,169·26	...	2,169·26	2,169·26	340·05	2,509·31	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1920.			TRACK MILEAGE OPEN ON THE 31st MARCH 1920.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.									
	3' 3⅜" Gauge.									
93	Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	86·02	...	86·02	86·02	19·18	105·20	
	2' 0" Gauge.									
94	Darjeeling-Himalayan	23-8-80	D. H. Ry. Co.	50·93	0·07 (double)	51·00	51·07	8·79	59·86	
	Total VII...	...	...	136·95	0·07	137·02	137·09	27·97	165·06	
	VIII.—UNASSISTED COMPANIES' LINES.									
	3' 3⅜" Gauge.									
95	Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	5·23	...	5·23	5·23	12·05	17·28	
	2' 6" Gauge.									
96	Ambaji-Taranga Light	16-9-19	A. T. Lt. Ry. Co.	20·50	...	20·50	20·50	2·25	22·75	
97	Bengal Provincial ...	7-11-94	B. P. Ry. Co.	33·27	...	33·27	33·27	2·31	35·58	
98	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	16·00	...	16·00	16·00	...	16·00	
	Total	...	...	69·77	...	69·77	69·77	4·56	74·33	
	2' 0" Gauge.									
99	Jagadhri Light ...	11-8-11	J. Lt. Ry. Co.	3·31	...	3·31	3·31	0·55	3·86	
100	Kulasekarapatnam Light.	18-7-15	(*a*)	32·00	...	32·00	32·00	...	32·00	(*a*) East India Distilleries an Sugar Factories, Ltd. of Madras.
	Total	...	...	35·31	...	35·31	35·31	0·55	35·86	
	Total VIII ...	...	...	110·31	...	110·31	110·31	17·16	127·47	
	IX.—DISTRICT BOARD LINES.									
	5' 6" Gauge.									
101	Suramangalam-Salem	1-6-17	S. I. Ry. Co.	3·86	...	3·86	3·86	2·05	5·91	
102	Tenali-Repalli ...	18-3-16	M. & S. M. Ry. Co.	21·50	...	21·50	21·50	1·50	23·00	
	Total	...	...	25·36	...	25·36	25·36	3·55	28·91	
	3' 3⅜" Gauge.									
103	Bezwada-Masulipatam	4-2-08	M. & S. M. Ry. Co.	51·80	...	51·80	51·80	7·07	58·87	
104	Podanur-Pollachi ...	15-10-15	S. I. Ry. Co.	25·04	...	25·04	25·04	1·73	26·77	
105	Tanjore District Board.	2-4-94	S. I. Ry. Co.	134·88	...	134·88	134·88	13·12	148·00	
	Total ...	...	...	211·72	...	211·72	211·72	21·92	233·64	
	Total IX ...	...	...	237·08	...	237·08	237·08	25·47	262·55	

APPENDIX 2—*contd.*

Mileage open on 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1920.			TRACK MILEAGE OPEN ON THE 31st MARCH 1920.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.										
	3′ 3⅜″ Gauge.									
106	Bengal Dooars ...	15-1-98	B. D. Ry. Co.	36·40	...	36·40	36·40	5·20	41·60	
	2′ 6″ Gauge.									
107	Arrah-Sasaram Light	6-3-11	A. S. Lt. Ry. Co.	65·16	...	65·16	65·16	5·00	70·16	
108	Baraset-Basirhat Light.	1-2-05	B. B. Lt. Ry. Co.	52·24	...	52·24	52·24	4·13	56·37	
109	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co	33·00	...	33·00	33·00	3·32	36·32	
110	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co.	37·00	...	37·00	37·00	1·76	38·76	
111	Tezpore-Balipara Light.	9-8-94	T. B. Lt. Ry. Co.	20·10	...	20·10	20·10	1·11	21·21	
	Total ...	...	...	207·50	...	207·50	207·50	15·32	222·82	
	2′ 0″ Gauge.									
112	Howrah-Amta Light	1-7-97	H. A. Lt. Ry. Co.	43·87	...	43·87	43·87	5·59	49·46	
113	Howrah-Sheakhala Light.	2-8-97	H. S. Lt. Ry. Co.	19·75	...	19·75	19·75	1·22	20·97	
	Total ...	...	...	63·62	...	63·62	63·62	6·81	70·43	
	Total X ...	...	...	307·52	...	307·52	307·52	27·33	334·85	
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.										
	3′ 3⅜″ Gauge.									
114	Bhavnagar State ...	20-12-80	Bhavnagar Durbar.	(a) 206·31	...	206·31	206·31	31·49	237·80	(a) Includes 1·21 miles of Dock estate line worked for goods traffic only.
115	Bikaner ...	9-12-91	J. B. Ry. ...	497·66	...	497·66	497·66	26·06	523·72	
116	Birur-Shimoga ...	1-12-99	Mysore Durbar.	37·92	...	37·92	37·92	5·01	42·93	
117	Gondal	19-1-81	Gondal Ry...	106·24	...	106·24	106·24	11·66	117·90	
118	Jamnagar ...	8-4-97	Navanagar Durbar.	(b) 54·22	...	54·22	54·22	3·78	58·00	(b) Includes 3·93 miles from Jamnagar to Bedi Bandar worked for goods traffic only.
119	Jetalsar-Rajkot ...	12-4-93	Gondal Ry.	46·21	...	46·21	46·21	4·90	51·11	
120	Jodhpur ...	24-6-82	J. B. Ry. ...	609·26	...	609·26	609·26	53·35	662·61	
121	Junagad State ...	1-9-88	Junagad Durbar.	(c) 140·46	...	140·46	140·46	13·65	154·11	(c) Includes 0·78 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only.
122	Khijadiya-Dhari ...	1-3-13	Gondal Ry.	37·22	...	37·22	37·22	4·92	42·14	
123	Morvi	4-3-05	Morvi Durbar	73·94	...	73·94	73·94	7·83	81·77	
124	Mysore-Arsikere ...	3-1-18	Mysore Durbar.	102·95	...	102·95	102·95	5·89	108·84	
125	Mysore-Bangalore ...	1-2-81	Mysore Durbar.	86·03	...	86·03	86·03	(d) 15·92	101·95	(d) Includes sidings on the Mysore-Nanjangud railway, serial No. 126.
126	Mysore-Nanjangud...	1-12-91	Mysore Durbar.	15·80	...	15·80	15·80	...	15·80	
127	Porbandar State ...	1-10-89	Gondal Ry.	(e) 41·29	...	41·29	41·29	6·79	48·08	(e) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch worked for goods traffic only.
128	Udaipur-Chitorgarh	1-8-95	Udaipur Durbar.	67·30	...	67·30	67·30	4·93	72·23	
	Total ...	...	...	2,122·81	...	2,122·81	2,122·81	196·18	2,318·99	
	2′ 6″ Gauge.									
129	Cutch State ...	18-5-05	Cutch Durbar	36·78	...	36·78	36·78	2·70	39·48	
130	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	36·38	...	36·38	36·38	4·55	40·93	
131	Kolar District ...	15-12-13	Mysore Durbar.	63·50	...	63·50	63·50	2·85	66·35	
132	Mohari-Barauli ...	10-2-17	Dholpur Durbar.	15·25	...	15·25	15·25	0·75	16·00	
133	Morvi	24-3-87	Morvi Durbar	18·89	...	18·89	18·89	2·43	21·32	
	Total ...	...	...	170·80	...	170·80	170·80	13·28	184·08	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1920.			TRACK MILEAGE OPEN ON THE 31st MARCH 1920.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	XI—INDIAN STATE LINES WORKED BY INDIAN STATES—*concld.*									
	2′ 0″ Gauge.									
134	Gwalior Light ...	2-12-99	Gwalior Durbar.	249·96	...	249·96	249·96	12·43	262·39	
135	Pipar-Bilara Light	25-11-10	J. B. R.	25·25	...	25·25	25·25	0·77	26·02	
136	Tarikere-Narasimharajapura.	15-1-15	Mysore Durbar.	26·60	...	26·60	26·60	0·44	27·04	
	Total ...	...	...	301·81	...	301·81	301·81	13·64	315·45	
	Total XI ...	...	...	2,595·42	...	2,595·42	2,595·42	223·10	2,818·52	
	XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.									
	5′ 6″ Gauge.									
137	Bhopal-Itarsi (Indian State section). ...	18-11-84	G. I. P. Ry. Co.	44·55	...	44·55	44·55	(*a*)26·08	70·63	(*a*) Includes sidings on the British section, serial No. 18.
138	Bhopal-Ujjain ...	11-11-95		113·28	...	113·28	113·28	9·01	122·29	
139	Bina-Goona-Baran ...	23-9-95		147·07	...	147·07	147·07	11·65	158·72	
140	Jammu and Kashmir (Indian State section). (*b*)	15-3-90	N.W. Ry....	16·01	...	16·01	16·01	3·01	19·02	(*b*) The British section of this line forms an integral part of the North Western railway.
141	Jind-Panipat (Indian State section). (*c*)	1-11-16	E. I. Ry. Co.	25·90	...	25·90	25·90	(*d*)	25·90	(*c*) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway.
142	Khanpur-Chachran	2-7-11	N. W. Ry....	22·02	...	22·02	22·02	3·43	25·45	
143	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	9·88	...	9·88	9·88	5·73	15·61	(*d*) Included with the Delhi-Umballa-Kalka railway, Serial No. 84.
144	Ludhiana-Dhuri-Jakhal.	10-4-01	N. W. Ry.	78·65	...	78·65	78·65	5·88	84·53	
145	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	32·51	...	32·51	32·51	1·33	33·84	
146	Petlad-Cambay (Anand Tarapur section).	5-5-90		21·42	...	21·42	21·42	3·34	24·76	
147	Petlad-Cambay (Tarapur Cambay section)	20-6-01		12·36	...	12·36	12·36	3·81	16·17	
148	Rajpura-Bhatinda...	1-11-84	N. W. Ry....	108·04	...	108·04	108·04	21·66	129·70	
	Total ...	...	...	631·69	...	631·69	631·69	94·93	726·62	
	3′ 3$\frac{3}{8}$″ gauge.									
149	Cooch Behar State...	15-9-93	E. B. Ry.	33·09	...	33·09	33·09	2·43	35·52	
150	Dhrangadra ...	1-6-98	B. B. & C. I. Ry. Co.	40·15	...	40·15	40·15	(*e*)7·32	47·47	(*e*) Includes 2·56 miles of Dhrangadra quarry branch worked for goods traffic only.
151	Gaekwar's Mehsana	21-8-87		162·63	...	162·63	162·63	19·90	182·53	
152	Hindupur (Yesvantpur Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	51·35	...	51·35	51·35	4·12	55·47	
153	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	50·31	...	50·31	50·31	0·86	51·17	
154	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	122·21	...	122·21	122·21	(*f*)10·84	133·05	(*f*) Includes 0·44 mile f 5′ 6″ gauge.
155	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	29·27	...	29·27	29·27	1·89	31·16	
156	Sangli State ...	1-4-07		4·90	...	4·90	4·90	0·29	5·19	
157	Secunderabad-Gadwal	1-2-16	N. G. S. Ry. Co.	103·75	...	103·75	103·75	10·19	113·94	
158	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	64·75	...	64·75	64·75	10·99	75·74	
159	Tinnevelly-Quilon (Travancore) (Indian State section) ...	1-6-04		95·96	...	95·96	95·96	(*g*)	95·96	(*g*) Included with the British section, serial No. 40.
160	Vijapur-Kalol-Kadi...	10-6-02	B. B. & C. I. Ry. Co.	46·11	...	46·11	46·11	4·63	50·74	
	Total ...	...	...	804·48	...	804·48	804·44	73·46	877·94	

APPENDIX 2—*concld.*

Mileage open on the 31st March 1920.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1920.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1920.			REMARKS.
				Single line.	Double, treble, etc, lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—*concld.*									
	2' 6" GAUGE.									
161	Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	34·93	...	34·93	34·93	4·30	39·23	
162	Bodeli-Chhota Udaipur	1-12-17		22·56	...	22·56	22·56	(*a*)	22·56	(*a*) Included with the Gaekwar's-Dabhoi railway, serial No. 163.
163	Gaekwar's-Dabhoi ...	8-4-73		187·13	...	187·13	187·13	(*b*) 20·79	207·92	(*b*) Includes sidings on the Bodeli-Chhota Udaipur railway, serial No. 162.
164	Kosamba-Zankhvav	1-5-12		26·27	...	26·27	26·27	3·01	29·28	
165	Mourbhanj State ...	20-1-05	B. N. Ry. Co.	32·41	...	32·41	32·41	1·77	34·18	
166	Parlakimedi Light ...	1-4-00		24·62	...	24·62	24·62	1·60	26·22	
167	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	19·25	...	19·25	19·25	3·11	22·36	
168	Rajpipla State ...	1-7-97		39·24	...	39·24	39·24	2·79	42·03	
	Total ...	...	...	386·41	...	386·41	386·41	37·37	423·78	
	Total XII.	...	...	1,822·58	...	1,822·58	1,822·58	205·76	2,028·34	
	XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.									
	5' 6" GAUGE.									
169	Nizam's Guaranteed State.	9-10-74	N. G. S. Ry. Co.	(*c*)330·13	...	330·13	330·13	56·79	386·92	(*c*) Includes 5·82 miles of mixed (5' 6" and 3' 3⅜") gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways' trains work.
	3' 3⅜" GAUGE.									
170	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	(*c*)390·75	0·38 (double)	391·13	391·51	54·06	445·57	
	2' 6" GAUGE.									
171	Bangalore-Chik Ballapur Light.	15-9-14	Mysore Durbar.	38·70	...	38·70	38·70	1·75	40·45	
	Total XIII.	...	...	759·58	0·38	759·96	760·34	112·60	872·94	
	XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.									
	3' 3⅜" GAUGE.									
172	Peralam-Karaikkal ...	14-3-98	S. I. Ry. Co.	14·65	...	14·65	14·65	2·13	16·78	
173	Pondicherry ...	15-12-79		7·85	...	7·85	7·85	2·13	9·98	
174	West of India Portuguese.	17-1-87	M. & S. M. Ry. Co.	51·10	...	51·10	51·10	16·16	67·26	
	TOTAL XIV.	...	...	73·60	...	73·60	73·60	20·42	94·02	
	GRAND TOTAL, ALL RAILWAYS.									
	...	...	...	33,754·68	2,980·28	36,734·96	39,876·03	8,636·01	48,512·04	

APPENDIX 3.

Mileage sanctioned or under construction on the 31st March 1920.

Name of railway.	Gauge.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line. (Route mileage).	Mileage sanctioned. Second, third, etc., lines, as the case may be.	Mileage sanctioned. Total track (excluding sidings.)	Date of sanction.	Agency for construction.	Remarks.
1	2	3	4	5	6	7	8	9	10
I.—STATE LINES WORKED BY THE STATE.									
North Western ...	5′ 6″	Dalbandin ...	Mirjawa ...	(a)185·00	...	185·00	22-8-17	N. W.Ry.	(a) Work commenced.
		Kotri ...	Shahdadpur	...	(a & b)	63·75	20-2-13		(b) 2nd track.
		Khariro ...	Rohri		63·75				
				185·00	63·75	245·75			
Total 5′ 6″ ...	...	...	...	185·00	63·75	245·75			
Trans Indus (Kalabagh-Bannu).	2′ 6″	Tank ...	Murtaza ...	(c)19·27	...	19·27	31-10-17	N. W. Ry.	(c) Work beyond Kaur has been stopped.
		Tank ...	Tank Base Camp.	(d)2·73	...	2·73	17-12-17		
Total 2′ 6″ ...	...	...	...	22·00	...	22·00			(d) This is a surface line not to be made permanent.
Total I ...	...	...	...	207·00	63·75	270·75			
II.—STATE LINES WORKED BY COMPANIES.									
Bengal-Nagpur ...	5′ 6″	Raipur ...	Parvatipuram	(e) 260·67	...	260·67	26-1-06	B. N. R. Co.	(e) Work on 37·48 miles, which was closed after commencement, will shortly be resumed.
		Anara ...	Kargali ...	(a) 5·80	...	5·80	8-2-19		
		Adra ...	Bhojoodih ...	...	(a & b) 18·45	18·45	27-12-12		
		Amda ...	Jamda ...	(a)65·62	...	65·62	27-8-19		
		Karkri bridge	Gomharia ...	...	(a & b) 4·48	4·48	24-6-14		
		Onlajori	Sulapet	(a)21·75	...	21·75	28-5-18		
		Jaipur	Badampahar						(f) Not commenced.
				353·84	22·93	376·77			
East Indian ...	,,	Toposi-Baraboni	Chord ...	(f)3·70	...	3·70	28-5-13	E. I. Ry. Co.	(g) 3rd track.
		North of Adjai river.	Pariarpur ...	(a)17·00	...	17·00	8-1-2		(h) 3rd and 4th tracks.
		Raneegunge ...	Ondal ...	...	(a & g) 9·70	9·70	2-6-16		
		Burdwan ...	Khana Junction.	...	(a & h) 8·00	16·00	12-9-16		
		Hazaribagh Road.	Gujhandi ...	...	(a & b) 32·84	32·84	19-11-17		
		Gurpa ...	Bandhua ...	...	(a & b) 18·98	18·98	19-11-17		
		Portions of Grand Chord line		...	(a & b) 40·59	40·59	19-11-17		
				...	(a & b) 6·27	6·27	24-7-18		
				20·70	116·38	145·08			
Great Indian Peninsula	,,	Amla ...	Nagpur ...	(i) 103·74	...	103·74	8-6-08	G. I. P. Ry. Co.	(i) Work commenced, but subsequently closed down.
		Tank Bundar	Victoria Terminus.	(a) (j) 2·12	2·12	4·24	6-3-12		(j) This is an overhead connection of the Harbour Branch Extension.
				105·86	2·12	107·98			
Total 5′ 6″ ...	...	...	...	480·40	141·43	629·83			

APPENDIX 3—*contd.*

Mileage sanctioned or under construction on the 31st March 1920.

Name of railway.	Gauge.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line (Route mileage.)	Mileage sanctioned. Second, third, etc., lines, as the case may be.	Mileage sanctioned. Total track (excluding sidings.)	Date of sanction.	Agency for construction.	Remarks.
1	2	3	4	5	6	7	8	9	10
Bombay, Baroda and Central India.	3′ 3⅜″	Dholka ...	Dhandhuka ...	(a)38·27	...	(a)38·27	4-12-19	B. B. & C. I. Ry. Co.	(k) For commencement of earthwork only. Construction on first 17 miles since sanctioned.
Burma	,,	Pyinmana ...	Minbyin ...	28·92	...	28·92	(k)24-1-18	B. Rys. Co.	
Lucknow-Bareilly ...	,,	Tanakpur ...	Barmdeo ...	(l) 3·93	...	3·93	6-12-18	R. & K. Ry. Co.	(l) Since opened.
Madras and Southern Mahratta.	,,	Koregaon ...	Satara ...	(a)12·00	...	12·00	(m)18-1-19	M. & S. M. Ry. Co.	(m) For commencement of earthwork as a measure of famine relief.
Southern Shan States	,,	Aungban ...	Yawnghwe ...	(n)34·25	...	34·25	23-7-09	B. Rys. Co.	
Total 3′ 3⅜″ ...	...	...	...	117·37	...	117·37			
Jubbulpore Gondia Extension.	2′ 6″	Khirsadoh ...	Sirgora ...	(f)8·43	...	8·43	24-6-04	B. N. Ry. Co.	(n) Work commenced up to Heho, 17·69 miles only.
Total 2′ 6″ ...	...	...	...	8·43	...	8·43			
Total II ...	...	...	...	606·20	141·43	755·63	...		

II (A).—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.

Futwah-Islampur Light	2′ 6″	Futwah ...	Islampur ...	(o) 27·00	...	27·00	24-9-15	F. I. Lt. Ry. Co.	(o) Work stopped.

III (B)—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.

Katakhal-Lalabazar ...	3′ 3⅜″	Katakhal ...	Lalabazar ...	(a)23·30	...	23·30	9-3-16	A. B. Ry. Co.	(a) Work closed down.

IV (B).—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS, WORKED BY THE MAIN LINE.

Larkhana-Jacobabad ...	2′ 6″	Larkhana ...	Dodapur ...	(b)54·23	...	54·23	9-3-16	L. J. (Sind) Lt. Ry. Co.	(b) Not commenced.
Mayurbhanj Extension	,,	Baripada ...	Talband ...	(c)38·71	...	38·71	11-9-15	B. N. Ry. Co.	(c) Work commenced.
Total IV(B) ...	...	...	...	92·94	...	92·94			

IX—DISTRICT BOARD LINES.

Manamadura-Sivaganga	3′ 3⅜″	Manamadura...	Sivaganga ...	(b)12·43	...	12·43	2-12-15	S. I. Ry. Co.	
Tanjore District Board	,,	Mayavaram ...	Tranquebar ...	(b)17·96	...	17·96	15-12-15		
Tinnevelly-Tiruchendur	,,	Tinnevelly ...	Tiruchendur...	(a)38·18	...	38·18	16-7-15		
Total IX ...	...	...	...	68·57	...	68·57			

APPENDIX 3—*contd.*

Mileage sanctioned or under construction on the 31st March 1920.

Name of railway.	Gauge.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line (Route mileage).	Mileage sanctioned. Second, third, etc., lines, as the case may be.	Mileage sanctioned. Total track (excluding sidings.)	Date of sanction.	Agency for construction.	Remarks.
1	2	3	4	5	6	7	8	9	10
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.									
Bhavnagar State ...	3′ 3⅜″	Savar Kundla...	Mahuva ...	(a) 54·30	...	54·30	16-6-15	Bhavnagar Durbar.	(a) Work commenced.
		Dongar ...	Port Albert Victor.						
		Botad ...	Dhanduka ...	28·98	...	28·98	(b)1-3-19		(b) For commencement of earthwork as a measure of famine relief.
				83·28	...	83·28			
Bikaner	,,	Bikaner ...	Kolayat ...	(c)27·03	...	27·03	22-10-15	J. B. Ry.	(c) Not commenced.
		Hanumangarh	Sadulpur ...	(c)105·00	...	105·00			
				132·03	...	132·03			
Chickjajur-Chitaldrug...	,,	Chickjajur ...	Chitaldrug ...	(a)20·90	...	20·90	28-1-14	Mysore Durbar.	(d) Work commenced on 21·50 miles.
Jodhpur	,,	Marwar Junen.	Sanderao ...	(d)77·83	...	77·83	10-7-14	J. B. Ry.	
Junagad State ...	,,	Jambur ...	Una ...	(e)37·22	...	37·22	16-6-15	Junagad Durbar.	(e) Work commenced on 15·14 miles.
Mysore-Nanjangud ...	,,	Nanjangud town	Hardanhalli ...	(a) 27·12	...	27·12	11-2-20	Mysore Durbar.	
Okhamandal ...	,,	Kuranga ...	Arthara ...	(f)37·02	...	37·02	5-6-13	Baroda Durbar.	
Shimoga-Arasalu ...	,,	Shimoga ...	Arasalu ...	(a)26·80	...	26·80	28-6-18	Mysore Durbar.	(f) Works were temporarily suspended.
Total 3′ 3⅜″ ...	...	.....	.....	442·20	...	442·20			
Cutch State ...	2′ 6″	Anjar ...	Bachau ...	(g)23·75	...	23·75	20-11-13	Cutch Durbar.	(g) Work stopped.
Dholpur-Bari ...	,,	Dholpur ...	Rajakhera ...	(c)22·34	...	22·34	8-8-18	Dholpur Durbar.	
Total 2′ 6″ ...	...	.....	.....	46·09	...	46·09			
Agasanhadlu-Benkipur	2′ 0″	Agasanhadlu	Benkipur ...	(a)24·50	...	24·50	2-7-18	Mysore Durbar.	
Kammangundi-Benkipur	,,	Kammangundi	Benkipur ...	(a)22·80	...	22·80	2-7-18		
Tarikere-Narasimharajapura.	,,	Tadasa ...	Hebbe ...	(a)9·58	...	9·58	27-8-17		
Total 2′ 0″ ...	...	.....	.....	56·88	...	56·88			
Total XI ...	...	...	...	545·17	...	545·17			

APPENDIX 3—*concld.*

Mileage sanctioned or under construction on the 31st March 1920.

Name of railway.	Gauge.	Section sanctioned		Mileage sanctioned.			Date of sanction.	Agency for construction.	Remarks.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10
XII—INDIAN STATE LINES WORKED BY THE MAIN LINE.									
Gaekwar's Mehsana ...	3′ 3⅜″	Khalipur ...	Khakhal ...	(*c*)17·22	...	17·22	15-3-12	Baroda Durbar.	
		Wagrod ...	Khareda ...	(*c*)12·44	...	12·44	14-1-13		
				29·66	...	29·66			
Jaipur State ...	,,	Palsana ...	Sikar ...	(*h*)16·80	...	16·80	5-10-14	Jaipur Durbar.	(*h*) Work postponed.
		Sikar ...	Jhunjhun	(*h*)39·85	...	39·85	15-6-16		
				56·65	...	56·65			
Secunderabad-Gadwal...	,,	Wanaparti Rd.	Gadwal ...	(*h*)13·45	...	13·45	27-2-14	N. G. S. Ry. Co.	
		Secunderabad...	Falknuma ...	...	(*i*)8·89	8·89	...		(*i*) Second track.
				13·45	8·89	22·34			
Trichinopoly-Pudukkottai.	,,	Trichinopoly...	Pudukkottai...	(*c*)31·93	...	31·93	4-8-16	S. I. Ry. Co.	
Vijapur-Kalol-Kadi ...	,,	Bhoyani Road	Bechraji ...	(*a*)22·12	...	22·12	5-8-16	Baroda Durbar.	(*j*) Held in abeyance.
Total 3′ 3⅜″ ...	...	.....	...	153·81	8·89	162·70			
Bilimora-Kalamba ...	2′ 6″	Mahuva ...	Anaval ...	(*j*)17·91	...	17·91	11-5-14	,,	
Gaekwar's Dabhoi ...	,,	Motipura ...	Tankhala ...	(*a*)26·29	...	26·29	25-2-14	,,	
		Choranda ...	Koral ...	(*a*)11·68	...	11·68	29-6-17		
				37·97	...	37·97			
Kosamba-Zankhvav ...	,,	Zankhvav ...	Bardipada ...	(*k*)22·57	...	22·57	23-2-14	,,	(*k*) Dropped for the present.
Navsari-Kamrej Light...	,,	Navsari ...	Kamrej ..	(*j*)20·00	...	20·00	4-2-14	,,	
Total 2′ 6″ ...	...	..	...	98·45	...	98·45			
Total XII ...	...	...	...	252·26	8·89	261·15			
GRAND TOTAL-									
.....	...	...	...	1,822·44	214·07	2,044·51	...	...	...

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
I.—STATE LINES WORKED.							
Eastern Bengal	5′ 6″	...	43,90	10,41	54,31	22,34,94	*201
Eastern Bengal	3′ 3⅜″ & 2′ 6″	...	—5,98	4,15	—1,83	12,92,80	...
North Western, Commercial section	5′ 6″	...	1,17,51	1,37,86	2,55,37	66,63,20	...
„ „ Military „	„	...	1,17	23,21	24,38	18,67,26	3,02,15
Kalka-Simla	2′ 6″	...	...	10	10	1,98,22	...
Kohat-Thal	„	...	—47	—1	—48	42,32	...
Nowshera-Durgai	„	...	...	—2	—2	26,64	...
Trans Indus (Kalabagh-Bannu)	„	5,34	7,56	3,75	16,65	1,15,02	14,19
Oudh and Rohilkhand	5′ 6″	...	25,80	10,05	35,85	21,47,69	...
Cawnpore-Burhwal	3′ 3⅜″						
Aden	3′ 3⅜″	...	...	6,26	6,26	6,26	...
Jorhat (Provincial)	2′ 0″	...	25	3	28	10,78	...
United Provinces Distillery Siding (Provincial)	3′ 3⅜″	75	...	...	75	...	1,77
Total	...	6,09	1,89,74	1,95,79	3,91,62	1,46,05,13	3,20,12

Note 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(*i*) In the case of railways purchased from the old Guaranteed Companies * the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh, Punjab and Delhi (North Western).
South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(*ii*) In the case of railways constructed from State funds as well as in the case of lines purchased† out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Sagauli-Raxaul (Tirhoot railway).
Brahmaputra-Sultanpur (Eastern Bengal railway).
Ranaghat-Krishnagar (Eastern Bengal railway).

(*iii*) In the case of Companies' lines, and those guaranteed under modern contracts ‡, branch lines and private Companies' lines, as well as Indian State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted at Rs. 15=£1.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal railway).
Burma.
Indian Midland (Great Indian Peninsula railway).
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

DIX 4.

outlay to end of, the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2.)	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY THE STATE.										
3,93	2,00	23,46	...	2,31,51	...	24,89,91	*2,01	24,91,92	26,438	*This figure indicates the capital outlay on Metallurgical Laboratory at Sakchi and Chemical Laboratory at Alipore.
1,21	95	20,90	...	...	...	13,13,70	...	13,13,70		
2,62	1,53	39,96	...	2,97,41	...	70,00,57	...	70,00,57	66,869	
1,65	1,23	2,64	...	...	...	18,69,90	3,02,15	21,72,05		
3,31	2,86	...	...	...	...	1,98,22	...	1,98,22		
69	61	...	...	...	...	42,32	...	42,32		
66	57	28	...	...	...	26,92	...	26,92		
89	74	5,59	...	1	2,69	1,20,62	16,88	1,37,50		
1,36	1,11	...	...	63,81	...	22,11,50	...	22,11,50	17,869	
...	...	...	...	...	...	†6,26	...	†6,26	42	† Detailed information not available.
33	31	...	...	41	...	11,19	...	11,19	75	
...	...	...	...	...	...	...	1,77	1,77	12	
...	...	92,83	...	5,93,15	2,69	1,52,91,11	3,22,81	1,56,13,92	111,305	

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

			Rs.
East Indian railway	6,550,000 @ Rs. 15 = £1	=	9,82,50,000
Eastern Bengal railway	1,136,437 ,,	=	1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804 ,,	=	4,40,07,060
South Indian railway	989,277 ,,	=	1,48,39,155
Oudh and Rohilkhand railway	1,036,049 ,,	=	1,55,40,735
Great Indian Peninsula railway	14,859,218 ,,	=	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280 ,,	=	6,20,29,200
Madras railway	2,561,92 ,,	=	3,84,28,920

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
II.—STATE LINES WORKED							
Bengal-Nagpur	5′ 6″	7,53	88,91	48,29	1,44,73	36,66,27	10,77
Gondia-Chanda	2′ 6″						
Jubbulpore-Gondia Extension	,,						
Nagpur-Chhindwara	,,	...	—12	1,30	1,18	4,83,89	...
Purulia-Ranchi	,,						
Raipur-Dhamtari	,,						
Tumsar-Tirodi Light	2′ 0″	...	...	...	...	10,12	...
Bombay, Baroda and Central India †	5′ 6″	...	48,05	28,12	76,17	25,72,62	...
Bombay, Baroda and Central India‡	3′ 3⅜″	...	5,74	11,23	16,97	16,88,48	...
Broach-Jambusar	2′ 6″	...	...	—2	—2	14,15	...
East Indian	5′ 6″	63	62,55	48,98	1,12,16	72,37,43	63
South Bihar§	,,	...	...	...	...	1,19,77	...
Great Indian Peninsula	,,	2,09	3,62	49,84	55,55	64,55,15	1,38,11
Agra-Delhi Chord	,,	...	...	27	27	1,49,23	...
Baran-Kotah	,,	...	...	...	...	49,51	...
Bhopal-Itarsi (British section)	,,	...	...	‖24	24	41,55	...
Cawnpore-Banda	,,	...	...	72	72	81,12	...
Madras and Southern Mahratta	,,	...	28,93	16,05	44,98	18,98,93	...
Madras and Southern Mahratta	3′ 3⅜″	...	—1,73	3,44	1,71	13,59,52	...
Alnavar Dandeli (Provincial)	,,	...	...	1,24	1,24	8,64	...
Dhone-Kurnool	,,	...	...	...	...	10,18	...
Bangalore Harihar	,,	...	25	53	78	1,35,06	...
Bezwada extension	5′ 6″	...	...	...	...	12,50	...
South Indian	,,	...	—23	2,33	2,10	7,05,31	...
South Indian	3′ 3⅜″	...	2,67	2,47	5,14	9,66,82	...
Nilgiri	,,	...	...	22	22	82,03	...
Morappur-Hosur	2′ 6″	...	...	...	...	29,57	...
Tirupattur-Krishnagir	,,	...	—43	3	—40	10,40	...
Tinnevelly-Quilon (Travancore) (British section)	3′ 3⅜″	...	...	...	...	43,68	...
Tinnevelly-Quilon (Travancore) (Indian State section) ¶	,,	...	—54	89	35	1,66,91	...
Carried over	...	10,25	2,87,67	2,16,17	4,64,09	2,79,98,84	1,49,51

DIX 4—*contd.*

outlay to end of, the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY COMPANIES.										
1,94	1,44	47,53	...	2,69,57	3	39,83,37	10,80	39,94,17		
*61	*55	...	...	...	...	4,83,89	...	4,83,89	30,758	*Expenditure on the abandoned section of the Peach Valley Branch excluded.
20	19	...	...	...	...	10,12	...	10,12		
2,58	1,54	...	...	82,45	...	26,55,07	...	†26,55,07		† Includes the capital outlay on the Patri Branch (Rs. 8,08,405).
92	76	...	...	87,18	...	17,75,66	...	17,75,66	‡2,263	‡Includes the outlay incurred by the State on the Palanpur-Deesa Railway.
48	43	...	...	...	...	14,15	...	14,15		
2,94	1,68	2,06	...	4,81,68	...	77,21,17	63	77,21,80	59,670	§Although a leased line it is for convenience shown under this heading.
1,51	1,38	...	...	...	...	1,19,77	...	1,19,77	798	
2,52	1,51	...	...	2,96,89	...	67,52,04	1,38,11	68,90,15	54,047	
1,19	83	...	...	...	...	1,49,23	...	1,49,23	995	
1,23	1,13	...	...	...	...	49,51	...	49,51	330	
‖1,60	‖1,10	...	...	...	...	41,55	...	41,55	277	
1,07	98	...	...	...	...	81,12	...	81,12	541	‖Includes the expenditure on the Indian State section.
1,64	1,47	...	...	89,43	...	19,88,36	...	19,88,36	26,142	
90	80	...	...	55,24	...	14,14,76	...	14,14,76		
45	41	...	...	...	...	8,64	...	8,64	58	
32	29	...	...	...	...	10,18	...	10,18	68	
64	58	...	...	6,45	...	1,41,51	...	1,41,51	1,074	
58	55	...	...	...	...	12,50	...	12,50	83	
1,58	1,36	...	...	12,93	...	7,18,24	...	7,18,24		
1,10	92	28,65	...	47,00	...	10,42,47	...	10,42,47		
2,83	2,45	...	...	3,10	...	85,13	...	85,13	15,073	
40	38	...	...	50	...	30,07	...	30,07		
41	37	...	...	32	...	10,72	...	10,72		
87	...	...	...	...	...	4368,	...	43,68	291	¶For convenience classed amongst State Railways.
174	...	21	...	3,25	...	1,70,37	...	1,70,37	1,136	
...	...	78,45	...	14,35,99	3	2,95,13,28	1,49,54	2,96,62,82	22,36,04	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
II.—STATE LINES WORKED							
Brought forward		10,25	2,37,67	2,16,17	4,64,09	2,79,98,84	1,49,51
Assam-Bengal	3′ 3⅜″	...	19,97	6,92	26,89	16,46,44	...
Tirhoot	″	6	6,81	83	7,70	7,73,64	...
Burma	″	55	3,95	11,06	15,56	17,23,16	1,35
Burma extensions	″	...	—71	1,04	33	2,16,13	26
Southern Shan States	″	3,88	—1,10	6	2,84	1,52,02	6,92
Jodhpur-Hyderabad (British section)	″	...	...	26	26	45,47	...
Lucknow-Bareilly	″	...	3	62	65	1,90,75	...
Total	...	14,74	2,66,62	2,36,96	5,18,32	3,27,46,45	1,58,04
Unclassified Expenditure	...	...	...	...	...	...	...
Total State Railways	...	20,83	4,56,36	4,32,75	9,09,94	4,73,51,58	4,78,16
III.—BRANCH LINE COMPANIES' RAILWAYS							
A—Worked by the Branch							
Ahmadpur-Katwa	2′ 6″	...	31	—50	—19	19,05	...
Arakan Light	″	...	...	2,37	2,37	80,51	...
Bankura-Damoodar River	″	...	—11	8	—3	35,17	...
Burdwan-Katwa	″	...	—2	—3	—5	17,76	...
Futwah-Islampur	″	54	78	...	1,32	...	8,14
Kalighat-Falta	″	...	2	26	28	17,43	...
Total	...	54	98	2,18	3,70	1,19,92	8,14
B.—Worked by							
Hardwar-Dehra	5′ 6″	...	...	16	16	30,69	...
Chaparmukh-Silghat	3′ 3⅜″	3,82	...	...	3,82	...	26,52
Katakhal-Lalabazar	″	6	...	...	6	...	3,44
Dasghara-Jamalpurganj	2′ 6″	...	...	3	3	2,56	...
Total	...	3,88	...	19	4,07	33,25	29,96

DIX 4—*contd.*

outlay to end of the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY COMPANIES—*concld.*										
...	...	78,45	...	14,35,99	3	2,95,13,28	1,49,54	2,96,62,82	223,604	
1,89	1,59	63,70	...	45,87	...	17,61,01	...	17,61,01	11,578	
95	77	11,46	...	25,71	...	8,10,81	...	8,10,81	5,405	
1,28	96	15,38	...	42,03	30	17,80,57	1,65	17,82,22	14,159	
1,16	91	2,41	...	...	...	2,18,54	26	2,18,80		
2,18	1,97	...	...	55	...	1,52,57	6,92	1,59,49		
37	32	26	...	...	...	45,73	...	45,73	305	
60	50	...	...	22,70	...	2,18,45	...	2,13,45	1,448	
...	...	1,76,66	...	15,72,85	33	3,44,95,96	1,58,37	3,46,54,33	256,499	
...	...	...	...	...	...	...	...	1,13,01	753	
...	...	2,69,49	...	21,66,00	302	4,97,87,07	4,81,18	5,03,81,26	368,557	
UNDER GUARANTEE TERMS.										
Line. Company.										
59	55	...	...	69	...	19,74	...	19,74	132	
167	167	...	...	36	...	30,87	...	30,87	206	
59	55	...	...	33	...	35,50	...	35,50	237	
53	50	...	...	36	...	18,12	...	18,12	121	
...	...	...	...	...	7	...	8,21	8,21	54	
69	61	...	...	66	...	18,09	...	18,09	121	
...	...	...	...	2,40	7	1,22,32	8,21	1,30,53	871	
the Main Line.										
96	84	...	...	...	...	30,69	...	30,69	205	
...	...	...	...	...	25	...	26,77	26,77	178	
...	...	...	...	...	21	...	3,65	3,65	24	
31	28	...	...	4	...	2,60	...	2,60	17	
...	...	...	...	4	46	33,29	30,42	63,710	424	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
IV.—BRANCH LINE COMPANIES'							
A.—Worked by the Branch							
Champaner-Shivrajpur-Pani Light	2′ 6″	...	...	26	26	16,56	...
Godhra-Lunavada	,,	...	...	8	8	13,15	...
Nadiad-Kapadvanj	,,	...	...	7	7	13,25	...
Total	...	...	...	41	41	42,96	...
B.—Worked by							
Panposh-Raipura	5′ 6″	...	...	2,62	2,62	14,20	
Mayurbhanj Extension	2′ 6″	5,14	...	...	5,14	...	15,65
Tapti Valley	5′ 6″	...	...	2	2	1,32,41	...
Ahmedabad-Dholka	3′ 3½″	...	...	1	1	11,19	...
Ahmedabad-Parantij	,,	...	...	1	1	37,24	...
Sara-Sirajganj	5′ 6″	...	...	44	44	87,07	...
Khulna-Bagerhat	2′ 6″	...	29	—43	—14	774	...
Dhond-Baramati	,,	...	...	3	3	11,76	...
Ellichpur-Yeotmal and Pulgaon-Arvi (Central Provinces)	,,	...	6	21	27	83,88	...
Pachora-Jamner	,,	...	—7	—18	—25	16,40	...
Amritsar-Patti	5′ 6″	...	...	5	5	34,11	...
Jullundur-Mukerian	,,	...	...	15	15	30,67	...
Mandra-Bhaun	,,	...	...	—5	—5	23,93	...
Phagwara-Rahon	,,	...	...	21	21	25,96	...
Sialkot-Narowal	,,	...	...	12	12	27,54	...
Southern Punjab (Main line)	,,	...	...	2,29	2,29	2,77,69	...
Southern Punjab (Jullundur Doab)	,,	...	...	29	29	1,32,85	...
Southern Punjab (Ludhiana Extension)	,,	...	...	4	4	93,33	...
Southern Punjab (Sutlej Valley)*	,,	...	...	—1	—1	1,53,11	...
Jacobabad-Kashmor	2′ 6″	...	13	4	17	22,33	...
Larkhana-Jacobabad	,,	3,14	4	...	3,18	...	3,18
Darjeeling-Himalayan Extensions	2′ 0″	...	...	16	16	54,64	...
Matheran Light	,,	...	...	...	...	Information	
Total	...	8,28	45	6,02	14,75	12,78,05	18,83

DIX 4—*contd.*

outlay to end of, the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on Mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
RAILWAYS UNDER REBATE TERMS.										
Line Company.										
51	45	...	...	...	...	16,56	...	16,56	110	
52	48	...	...	...	...	13,15	...	13,15	88	
47	44	...	...	1,58	...	14,83	...	14,83	99	
...	...	...	...	1,58	...	44,54	...	44,54	297	
the Main Line.										
101	101	...	...	...	...	14,20	...	14,20	95	
...	...	...	...	...	...	...	15,65	15,65	104	
85	79	...	...	...	...	1,32,41	...	1,32,41	883	
33	31	...	...	...	...	11,19	...	11,19	74	
42	37	...	...	...	...	37,24	...	37,24	248	
164	109	6	...	...	...	87,13	...	87,13	581	
39	36	8	...	...	...	7,82	...	7,82	52	
43	41	...	...	1	...	11,77	...	11,77	78	
60	56	...	...	53	...	84,41	...	84,41	564	
47	44	...	...	...	...	16,40	...	16,40	109	
63	55	...	...	...	...	34,11	...	34,11	227	
68	63	...	...	...	...	30,67	...	30,67	204	
52	47	...	...	...	...	23,93	...	23,93	159	
101	90	...	...	...	...	25,96	...	25,96	173	
72	65	...	...	...	...	27,54	...	27,54	184	
65	55	...	...	...	...	2,77,69	...	2,77,69	1,851	
102	90	...	...	...	...	1,32,85	...	1,32,85	886	*Temporarily dismantled.
61	55	...	...	...	...	93,33	...	93,33	622	
...	...	...	...	...	...	1,53,11	...	1,53,11	1,021	
30	29	...	...	...	...	22,33	...	22,33	149	
...	...	...	...	...	5,28	...	8,46	8,46	56	
57	55	...	...	...	...	54,64	...	54,64	364	
not available.										
...	...	14	...	54	5,28	12,78,73	24,11	13,02,84	8,684	

APPEN

(i) *Capital outlay during, and (ii) total capital*

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
V.—BRANCH LINE COMPANIES' RAILWAYS							
Mymensingh-Bhairab Bazar	3′ 3⅜″	...	...	366	366	1,07,27	...
TOTAL	...	...	...	366	366	1,07,27	...
VI.—COMPANIES' LINES SUBSIDIZED							
Delhi-Umballa-Kalka	5′ 6″	...	...	71	71	1,96,64	...
Bengal and North-Western*	3′ 3⅜″	...	—11,84	2,07	—9,77	9,17,89	4
Bengal Dooars Extensions*	,,	...	...	76	76	1,07,11	...
Mirpur Khas-Jhudo*	,,	...	...	3	3	7,35	...
Mirpur Khas-Khadro*	,,	...	...	...	...	8,24	...
Rohilkund and Kumaon	,,	...	6	—2,69	—2,63	1,63,96	...
Powayan Light†	2′ 6″	...	...	...	...	8,95	...
Barsi Light*	,,	...	—15	1	—14	84,52	...
Dehri-Rohtas Light	,,	...	40	19	59	7,63	...
Shahdara (Delhi)-Saharanpur Light*	,,	...	...	10	10	44,04	...
TOTAL	...	...	—11,53	1,18	—10,35	15,45,23	4
VII.—COMPANIES' LINES SUBSIDIZED							
Dibru-Sadiya	3′ 3⅜″	...	61	59	1,20	1,20,02	...
Darjeeling-Himalayan	2′ 0″	...	1	5	6	41,31	...
TOTAL	...	...	62	64	1,26	1,61,33	...
VIII.—UNASSISTED							
Ledo and Tikak-Margherita Colliery	3′ 3⅜	...	...	...	...	16,94	...
Ambaji-Taranga Light	2′ 6″	...	...	...	...	Information	
Bengal Provincial	,,	...	...	...	...	11,45	...
Madaya Light	,,	...	...	...	...	Information	
Jagadhri Light	2′ 0″	...	...	...	...	1,10	...
Kulasekarapatnam Light	,,	...	7	11	18	5,85	...
TOTAL	...	...	7	11	18	35,34	...

DIX 4—*contd.*

outlay to end of, the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of (pounds).	
9	10	11	12	13	14	15	16	17	18	19
UNDER GUARANTEE AND REBATE TERMS.										
106	95	...	...	80	...	1,08,07	...	1,08,07	720	
...	...	...	...	80	...	1,08,07	...	1,08,07	720	
BY THE GOVERNMENT OF INDIA.										
95	82	...	...	...	...	1,96,64	...	1,96,64	1,311	
73	62	22,43	...	21,43	...	9,61,25	4	9,61,29	6,656	*Receives land only from Government.
87	78	...	...	4,85	...	1,11,96	...	1,11,96	747	
15	14	...	...	...	...	7,35	...	7,35	49	
17	16	...	...	...	...	824	...	8,24	55	†Temporarily dismantled.
63	56	...	...	3,56	...	1,67,52	...	1,67,52	1,151	
28	23	...	...	...	...	‡895	...	‡895	60	‡ Includes an expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
72	64	...	...	1,72	...	86,24	...	86,24	575	
32	27	...	...	23	...	7,86	...	7,86	52	
48	44	...	...	1,67	...	45,71	...	45,71	305	
...	...	22,43	...	33,46	...	16,01,72	4	16,01,76	10,961	
BY LOCAL GOVERNMENTS.										
1,40	1,14	23	...	1,50	...	1,21,75	...	1,21,75	812	
81	69	...	...	5,36	...	46,67	...	46,67	311	
...	...	23	...	6,86	...	1,68,42	...	1,68,42	1,123	
COMPANIES' LINES.										
3,24 not available.	98	...	...	...	...	16,94	...	16,94	113	
34 not available.	32	...	...	52	...	11,97	...	11,97	80	
33	29	...	...	...	...	1,10	...	1,10	7	
18	18	...	...	...	...	5,85	...	5,85	39	
...	...	...	...	52	...	35,86	...	35,86	239	

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
IX.—DISTRICT							
Tenali-Repalle	5′ 6″	...	...	3	3	14,88	...
Bezwada-Masulipatam	3′ 3⅜″	...	...	6	6	22,53	...
Podanur-Pollachi	,,	...	...	...	...	11,39	...
Tanjore District Board	,,	...	...	11	11	66,09	...
Suramangalam-Salem	5′ 6″	...	...	—5	—5	4,74	...
Tinnevelly-Tiruchendur	3′ 3⅜″	...	...	...	...	...	7,09
Manamandura Sivaganga	,,	7	...	...	7	...	7
Total	...	7	...	15	22	1,19,63	7,16
X.—COMPANIES' LINES SUBSIDIZED							
Bengal Dooars	3′ 3⅜″	...	...	36	36	31,95	...
Arrah-Sasaram Light	2′ 6″	...	...	...	...	22,39	...
Baraset-Basirhat Light	,,	...	...	...	...	23,34	...
Bukhtiarpur-Bihar Light	,,	...	...	11	11	13,61	...
Jessore-Jhenidah	,,	...	...	1	1	14,25	...
Tezpore-Balipara Light	,,	...	...	...	...	4,87	...
Howrah-Amta Light	2′ 0″	...	—19	...	—19	25,29	...
Howrah-Sheakhala Light	,,	...	...	...	...	7,21	...
Total	...	...	—19	48	29	1,42,91	...
XI.—INDIAN STATE LINES WORKED							
Bhavnagar State	3′ 3⅜″	6,33	58	95	7,86	1,20,17	8,59
Chickjajur Chitaldrug	,,	2,64	...	...	2,64	...	4,13
Gondal	,,	...	35	2	37	59,10	...
Porbandar	,,	...	...	3	3	16,34	...
Jetalsar-Rajkot	,,	...	...	9	9	16,59	...
Khijadiya-Dhari	,,	...	...	86	86	19,80	...
Jamnagar	,,	...	25	16	41	24,11	...
Jodhpur	,,	58	1,64	3,36	5,58	2,01,21	78
Bikaner	,,	...	201	31	232	1,23,20	11
Pipar-Bilara Light	2′ 0″	...	...	...	...	2,90	...
Junagad State	3′ 3⅜″	2,96	...	42	3,38	71,79	3,20
Morvi (including 2′ 6″ gauge)	,,	...	11	4	15	52,92	...
Mysore-Arsikere	,,	...	64	4,12	4,76	88,55	...
Mysore Bangalore	,,	...	...	2	2	54,26	...
Mysore Nanjangud	,,	4	...	...	4	6,61	4
Birur Shimoga	,,	...	...	6	6	24,45	...
Shimoga Arasalu	,,	129	...	...	129	...	129
Okhamandal	,,	—71	...	...	—71	...	2,93
Udaipur-Chitorgarh	,,	...	...	...	...	22,86	...
Cutch State	2′ 6″	3	...	...	3	10,95	52
Dholpur-Bari, including Mohari-Barauli Section	,,	...	31	8	39	13,39	...
Kolar District	2′ 0″	...	3	25	28	18,89	...
Agasanhadlu-Benkipur Light	,,	88	...	...	88	...	1,03
Gwalior Light	,,	...	...	57	57	77,12	...
Kammangundi-Benkipur Light	,,	1,59	...	...	1,59	...	1,76
Tarikere-Narasimharajapura	,,	1,16	54	9	1,79	5,68	1,76
Total	...	16,79	6,46	11,43	34,68	10,30,89	26,08

DIX 4—*contd.*

outlay to end of the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).

Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BOARDS' LINES.										
69	65	...	...	...	...	14,88	...	14,88	99	
48	38	...	...	...	...	22,53	...	22,53	150	
45	43	...	...	...	...	11,39	...	11,39	76	
49	45	...	...	8	...	66,17	...	66,17	441	
1,23	80	...	...	...	...	4,74	...	4,74	32	
...	...	...	...	...	3,17	...	10,26	10,26	69	
...	...	...	...	...	...	...	7	7	...	
...	...	...	...	8	317	1,19,71	10,33	1,30,04	867	
BY DISTRICT BOARDS.										
88	77	1,35	...	...	...	33,30	...	33,30	216	
34	32	...	...	29	...	22,68	...	22,68	151	
45	41	...	...	60	...	23,94	...	23,94	160	
41	37	...	...	59	...	14,20	...	14,20	95	
39	37	...	...	8	...	14,33	...	14,33	96	
24	23	...	...	...	...	4,87	...	4,87	32	
58	51	...	...	1,65	...	26,94	...	26,94	180	
36	34	...	...	43	...	7,64	...	7,64	51	
...	...	1,35	...	3,64	...	1,47,90	...	1,47,90	991	
BY INDIAN STATES.										
*59	*52	...	...	6,42	4	1,26,59	8,63	1,35,22	902	* Excluding the Bhavnagar Dock Estate Line.
...	...	...	...	...	58	...	4,71	4,71	31	
56	50	...	...	5,37	...	64,47	...	64,47	430	
40	34	...	...	43	...	16,77	...	16,77	112	
36	32	...	...	44	...	17,03	...	17,03	114	
53	47	...	...	12	...	19,92	...	19,92	133	
51	48	...	...	1,72	...	25,83	...	25,83	172	
33	30	...	...	21,79	...	2,23,00	78	2,23,78	1,492	
25	24	...	...	2	...	1,23,22	11	1,23,33	822	
11	11	...	...	...	...	2,90	...	2,90	19	
53	49	...	...	7,21	9	79,00	3,29	82,29	549	
57	51	...	...	1,24	...	54,16	...	54,16	361	
82	78	...	...	8,56	...	97,11	...	97,11	647	
63	58	...	...	...	...	54,26	...	54,26	362	
42	42	...	...	...	...	6,61	4	6,65	44	
64	57	...	...	...	...	24,45	...	24,45	163	
...	...	...	...	...	1	...	1,30	1,30	9	
...	...	...	...	...	42	...	3,35	3,35	22	
34	32	...	...	...	...	22,86	...	22,86	152	
30	28	...	...	...	...	10,95	52	11,47	76	
26	24	...	...	...	...	13,39†	...	13,39	89	† These figures do not include the expenditure incurred by the Imperial Delhi Committee, prior to the opening of the Mohari-Baraulisection.
29	28	...	...	68	...	19,57	...	19,57	130	
...	...	...	...	...	...	...	1,03	103	7	
31	29	...	...	...	...	77,12	...	77,12	514	
...	...	...	...	...	...	...	170	170	11	
22	21	...	...	68	3	633	179	815	54	
...	...	...	...	54,68	1,17	10,85,57	27,25	11,12,82	7,417	

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
XII.—INDIAN STATE LINES WORKED							
Mourbhanj State	2′ 6″	...	...	...	...	7,27	...
Parlakimedi Light	″	...	...	...	...	7,68	...
Nagda-Ujjain	5′ 6″	...	...	...	...	22,56	...
Petlad-Cambay (Anand-Tarapur section)	″	...	...	23	23	12,97	...
Petlad-Cambay (Tarapur-Cambay section)	″	...	...	...	...	8,81	...
Gaekwar's Mehsana (including Vijapur-Kalol-Kadi)	3′ 3⅜″	2,05	...	18	2,23	85,84	8,70
Dhrangadra	″	...	...	9	9	13,94	...
Jaipur State	″	95	...	4	99	41,11	10,79
Palanpur-Deesa*	″	...	...	...	...	1,85	...
Bilimora-Kalamba	2′ 6″	...	...	5	5	15,71	...
Gaekwar's Dabhoi, including Bodeli-Chhota Udaipur	″	5,78	5	1,14	6,97	81,01	36,12
Kosamba-Zankhvav	″	...	...	—1	—1	13,25	...
Petlad-Vaso	″	...	...	8	8	9,14	...
Rajpipla State	″	...	—3	8	5	17,33	...
Cooch Bihar State	3′ 3⅜″	...	...	1	1	19,73	...
Jind-Panipat (Indian State section)	5′ 6″	...	...	23	23	17,83	...
Bhopal-Itarsi (Indian State section)	″	...	...	...	...	50,00	...
Bhopal-Ujjain	″	...	...	11	11	79,19	...
Bina-Goona-Bara	″	...	...	23	23	1,00,92	...
Kolar Gold-fields	″	...	...	10	10	12,24	...
Carried over		8,78	2	2,56	11,36	6,18,38	55,61

DIX 4—*contd.*

outlay to end of the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY THE MAIN LINE.										
22	21	...	...	...	...	7,27	....	7,27	48	
31	29	...	...	...	...	7,68	...	7,68	51	
69	67	...	...	...	...	22,56	...	22,56	150	
61	52	...	...	10	...	13,07	...	13,07	87	
71	54	...	...	...	...	8,81	...	8,81	59	
41	37	...	...	...	2,48	85,84	11,18	97,02	646	
35	29	...	...	24	...	14,18	...	14,18	95	
34	31	...	...	...	5,14	41,11	15,93	57,04	380	
†25	†23	...	...	...	...	1,85	...	1,85	12	The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar. † Calculated on the outlay incurred by Government and the Palanpur Durbar.
45	40	...	...	...	...	15,71	...	15,71	105	
39	35	...	...	20	1,52	81,21	37,64	1,18,85	792	
50	45	...	...	4	...	13,29	...	13,29	89	
47	41	...	...	...	...	9,14	...	9,14	61	
44	41	...	...	...	...	17,33	...	17,33	116	
60	56	4	...	...	...	19,77	...	19,77	132	
68	68	...	...	...	...	17,83	...	17,83	119	
‡1,60	‡1,10	...	...	...	...	50,00	...	50,00	333	‡ Including the expenditure on the British section.
70	65	...	...	...	...	79,19	...	79,19	528	
69	64	...	...	...	...	1,00,92	...	1,00,92	673	
1,24	78	...	...	...	...	12,24	...	12,24	82	
...	...	4	...	58	9,14	6,19,00	64,75	6,83,75	4,558	

APPEN

(i) *Capital outlay during*, and (ii) *total capital*

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines; *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads. (excluding ferries) Open.	Under construction.
1	2	3	4	5	6	7	8
XII.—INDIAN STATE							
Brought forward	...	8,78	2	2,56	11,36	6,18,38	55,61
Hindupur (Yesvantpur-Mysore Frontier)	5′ 3⅜″	...	...	...	...	25,26	...
Kolhapur State	,,	...	...	...	...	23,28	...
Sangli State	,,	...	...	...	...	1,84	...
Hingoli Branch	,,	...	...	4	4	31,68	...
Secunderabad-Gadwal	,,	8	...	68	76	81,32	10,16
Jammu and Kashmir (Indian State section)	5′ 6″	...	...	...	...	10,60	...
Khanpur-Chachran	,,	...	...	4	4	14,04	...
Ludhiana-Dhuri-Jakhal	,,	...	...	15	15	43,76	...
Rajpura-Bhatinda	,,	...	...	2,24	2,24	76,61	...
Shoranur-Cochin	3′ 3⅜″	...	...	5	5	69,88	...
Trichinopoly-Pudukkottai	,,	...	...	...	...	...	12
TOTAL	...	8,86	2	5,76	14,64	9,96,65	65,89
XIII.—COMPANIES' LINES GUARANTEED							
Nizam's Guaranteed State	5′ 6″	...	8	5,19	5,27	5,80,05	...
Hyderabad-Godavari Valley	3′ 3⅜″	...	5	4,83	4,88	3,23,50	...
Bangalore-Chik Ballapur Light	2′ 6″	...	1	17	18	11,27	...
TOTAL	...	...	14	10,19	10,33	8,64,82	...
XIV.—LINES IN FOREIGN TERRITORY WORKED							
West of India Portuguese	3′ 3⅜″	...	...	2	2	1,94,41	...
Peralam-Karaikkal	,,	...	...	...	...	7,24	...
Pondicherry	,,	...	...	...	...	5,69	...
TOTAL	...	...	...	2	2	2,07,34	...
Total other Railways	...	38,42	−2,98	42,42	77,86	66,86,19	1,56,10
GRAND TOTAL	...	59,25	4,53,38	4,75,17	9,87,80	5,40,37,77	6,34,26

DIX 4—*concld.*

outlay to end of, the financial year 1919-20.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	REMARKS.
9	10	11	12	13	14	15	16	17	18	19
LINES WORKED BY THE MAIN LINE—*concld.*										
...	...	4	...	58	914	6,19,00	64,75	6,83,75	45,58	
49	46	...	...	...	...	25,26	...	25,26	168	
89	75	...	...	...	...	23,28	...	23,28	155	
37	35	...	...	...	...	1,84	...	1,84	12	
63	62	...	...	3	...	31,65	...	31,65	211	
78	71	...	...	12,54	1,57	93,86	11,73	1,05,59	704	
66	56	...	...	...	...	10,60	...	10,60	71	
64	55	...	...	...	...	14,04	...	14,04	94	
56	52	...	...	...	...	43,76	...	43,76	292	
73	59	...	...	...	...	76,61	...	71,61	511	
1,08	92	87	...	51	...	71,26	...	71,26	475	
...	...	...	...	...	...	...	12	12	1	
....	...	91	...	13,60	10,71	10,11,16	76,60	10,87,76	7,252	
BY INDIAN STATES.										
1,61	1,37	...	...	14,1	...	5,44,18	...	5,44,18	4,136	
83	73	...	...	6,79	...	3,30,29	...	3,30,29	2,205	
29	27	...	...	33	...	11,60	...	11,60	77	
....	...	...	...	21,25	...	8,86,07	...	8,86,07	6,418	
BY BRITISH INDIAN RAILWAY COMPANIES.										
3,80	2,89	...	...	...	...	1,94,41	...	1,94,41	1,566	
49	43	...	...	...	...	7,24	...	7,24	48	
72	57	...	...	...	...	5,69	...	5,69	38	
...	...	...	...	...	...	2,07,34	...	2,07,34	1,652	
...	...	25,06	...	1,39,45	20,86	68,50,70	1,73,96	70,27,66	47,906	
...	...	2,94,55	...	23,05,45	23,88	5,66,37,77	6,58,14	*5,74,08,92	416,463	

*Includes Rs. 1,13,01,000 or £753,000 on account of "Unclassified Expenditure."

Capital liability on account of railways classed

Railways.	CAPITAL LIABILITY AT — SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES. Commuted value of stock purchased.	*Deduct* Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	*Deduct* New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portion of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9
	£	£	£	£	£	£	£	£
I.—STATE LINES								
Eastern Bengal 5′ ″, 3′ 3¾″ and 2′ 6″ gauges	3,391,917	542,070	...	2,849,847	531,875	2,317,972	28,307,264	1,223,505
Jorhat (Provincial)	...	...	...	...	...	...	74,626	...
Distillery Siding, United Provinces (Provincial)	...	...	...	...	...	...	11,851	...
North Western	14,009,124	4,911,216	...	9,097,908	1,604,373	7,493,535	53,670,486	2,887,889
Laki-Pezu-Tank	...	...	...	...	...	...	238,419	...
Nushki Extension	...	...	...	...	...	...	2,014,366	...
Tank-Murtaza	...	...	...	...	...	...	112,211	...
Oudh and Rohilkhand	...	...	...	...	...	...	8,568,354	10,659,196
Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
Frontier Railway Reserve Material	...	...	...	...	...	...	180,243	...
Aden	...	...	...	...	...	...	41,707	...
Ganges Bridge	...	...	...	...	...	...	5,094	...
Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,803	...
Petroleum operations, Baluchistan	...	...	...	...	...	...	7,946	...
Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,138	...
Umaria Colliery (Depreciation on works)	...	...	...	...	...	...	12,178	...
Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...
Warora Colliery	...	...	...	...	...	...	69,428	...
State Railway Stores	...	...	...	...	...	...	2,899	...
Expenditure in England for stores purchased and remaining unappropriated	...	...	...	...	...	...	345,202	...
Total	17,401,041	5,453,286	...	11,947,755	2,136,248	9,811,507	88,786,716	14,770,590
II.—STATE LINES WORKED								
Assam-Bengal	...	...	...	...	...	...	8,708,727	...
Bombay, Baroda and Central India	...	...	...	...	...	...	*21,307,549	12,556,903
Burma	...	...	...	...	...	...	6,494,155	...
Burma Extensions	...	...	...	...	...	...	2,532,947	...
Carried over	...	...	...	...	...	...	39,043,378	12,556,903

*Includes £134,000 on account of the contribution from the Company's Provident Fund.

DIX 5.

as State railways at the end of 1919-20.

END OF THE YEAR.

Nominal amounts of Companies' capital.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 17).
Share Capital.				Debentures and Debenture stock.								
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
10	11	12	13	14	15	16	17	18	19	20	21	22
	£		£		£	£	£		£		£	£
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	26,848,741
...	...	...	...	...	...	...	...	...	...	...	...	74,626
...	...	...	...	...	...	...	...	...	...	...	...	11,851
...	...	...	...	...	...	...	...	...	...	...	...	64,051,910
...	...	...	...	...	...	...	...	...	...	...	...	238,419
...	...	...	...	...	...	...	...	...	...	...	...	2,014,366
...	...	...	...	...	...	...	...	...	...	...	...	112,211
...	...	...	...	...	...	...	...	...	...	...	...	19,227,550
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	180,243
...	...	...	...	...	...	...	...	...	...	...	...	41,707
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	35,133
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,336
...	...	...	...	...	...	...	...	...	...	...	...	69,428
...	...	...	...	...	...	...	...	...	...	...	...	2,899
...	...	...	...	...	...	...	...	...	...	...	...	345,202
...	...	...	...	...	...	...	...	...	...	...	...	113,368,813
BY COMPANIES.												
3%	1,500,000	...	...	4½%	605,900	...	—1,903	...	...	...	...	11,114,627
				4¾%	300,000							
3%	2,000,000	...	...	3½%	1,000,000	...	—40,636	...	...	...	...	36,864,452
2½%	3,000,000	...	...	3%	1,250,000	911,825	—30,181	...	...	...	...	11,655,980
...	...	...	...	...	...	...	...	...	...	...	...	2,532,947
...	6,500,000	...	...	...	3,155,900	911,825	—72,725	...	...	...	...	62,166,006

APPEN

Capital liability on account of railways classed as State

Railways.	CAPITAL LIABILITY							
	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.							
	Commuted value of stock purchased.	*Deduct* Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	*Deduct* New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portion of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9
	£	£	£	£	£	£	£	£
								II.—STATE LINES
Brought forward	...	...	...	...	...	...	39,043,378	12,556,903
Bengal-Nagpur	...	...	...	...	...	...	*21,187,281	...
East Indian	32,750,000	7,282,366	...	25,467,634	5,269,828	20,197,806	10,973,963	8,558,747
Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	8,395,313	24,713,905	18,436,854	5,964,666
Indian Midland	...	...	...	...	...	...	2,718,666	524,711
Agra-Delhi Chord	...	...	...	...	...	...	994,876	...
Baran-Kotah	...	...	...	...	...	...	330,046	...
Bhopal Itarsi (British section)	...	...	...	...	...	...	277,011	...
Cawnpore-Banda	...	...	...	...	...	...	540,824	...
Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	304,895	...
Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
Madras and Southern Mahratta†	12,819,558	...	1,500,000	11,319,558	1,316,527	10,003,031	10,352,837	894,712
Bezwada Extension	...	...	...	...	...	...	83,358	...
Dhone-Kurnool	...	...	...	...	...	...	67,889	...
Bangalore-Harihar	...	...	...	...	...	...	...	...
South Indian	...	...	...	...	...	...	3,755,420	4,726,169
Coonoor-Ootacamund	...	...	...	...	...	...	287,156	...
Dharmapuri-Hosur	...	...	...	...	...	...	142,034	...
Tinnevelly-Quilon (Travancore) (British section)	...	...	...	...	...	...	192,555	...
Tinnevelly-Quilon (Travancore) (Indian State section)	...	...	...	...	...	...	423,217	...
Tirhoot	...	...	...	...	...	...	5,405,401	...
TOTAL	80,428,776	7,282,366	3,250,000	69,896,410	14,981,668	54,914,742	115,859,070	33,225,908
GRAND TOTAL	97,829,817	12,735,652	3,250,000	81,844,165	17,117,916	64,726,249	204,645,786	47,996,498

* Includes overdrafts and advances which are now treated in the accounts as State outlay.

† The figures relating to the purchase of the late Madras railway as shown in columns 2, 4, 5, 6, 7 and 9, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

DIX 5—*concld.*

railways at the end of 1919-20.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 17).
Share Capital.				Debentures and Debenture stock.								
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
10	11	12	13	14	15	16	17	18	19	20	21	22
	£		£		£	£	£		£		£	£
WORKED BY COMPANIES—*concld.*												
...	6,500,000	...	...	...	3,155,900	911,825	—72,725	...	...	...	...	62,165,006
3½ %	*2,995,289	...	...	3½ % 500,000 4 % 2,000,000 4½ % 2,505,900 4⅝ % 870,000 5 % 770,500		...	—70,736	...	...	...	...	30,828,970
...	...	...	...	3 % 8,000,000 3½ % 7,000,000 4½ % 3,500,000		...	—751,457	...	...	...	...	58,220,516
3 %	2,575,000	...	...	3½ %	3,500,000	...	—246,842	3¼ %	2,500,000	...	...	57,690,425
...	...	...	...	...	...	...	...	...	...	...	...	3,243,377
...	...	...	...	...	...	...	...	...	...	...	...	994,876
...	...	...	...	...	...	...	...	...	...	...	...	330,046
...	...	...	...	...	...	...	...	...	...	...	...	277,011
...	...	...	...	...	...	...	...	...	...	...	...	540,824
...	...	...	...	...	...	...	...	...	...	...	...	304,895
...	...	...	...	4 %	†472,000	...	13,102	...	...	3½ % 403,585 4 % 184,407		1,401,351
3½ %	4,991,510	3½ %	8,460	3½ % 475,000 4 % 2,500,000 4½ % 1,068,000 4¾ % 100,000		498,979	—8,196	...	...	...	...	30,892,559
...	...	...	...	...	...	...	...	...	...	...	...	83,258
...	...	...	...	...	...	...	...	...	...	...	...	67,889
...	...	...	...	4 %	1,200,000	...	24,000	...	...	...	...	1,200,000
3½ %	1,000,000	...	...	4 % 2,318,248 4½ % 431,500		...	—23,004	...	...	...	...	12,231,337
...	...	...	...	...	...	...	...	...	...	...	...	287,156
...	...	...	...	...	...	...	...	...	...	...	...	142,034
...	...	...	...	4½ %	97,709	...	432	...	...	...	...	290,264
...	...	...	...	4½ %	365,791	...	818	...	...	...	...	789,008
...	...	...	...	...	...	...	...	...	...	...	...	5,405,401
...	18,061,829	...	8,460	...	40,830,548	1,410,804	—1,134,608	...	2,500,000	...	587,942	267,399,303
...	18,061,829	...	8,460	...	40,830,548	1,410,804	—1,134,608	...	2,500,000	...	587,942	380,768,116

* The nominal liability of the Secretary of State to the Company is £3,000,000, but the net liability is £2,995,289 only, as the Secretary of State took over from holders at their option the sum of £4,711 Capital Stock.

† State share of "Joint Debenture Stock" of £800,000. The proceeds of this Loan were not paid over to Government.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Bengal-Nagpur. (including 2'6" gauge branches.)	1915-16	29,3	3,56	104,9	3,34	701,5	6,66	14,778,3	99,30	720,3	63	16,334,3	1,14,49	16,55	1,31,04
	1916-17	29,9	4,28	121,3	5,20	686,8	7,04	15,229,6	1,05,83	772,1	66	16,838,7	1,23,01	20,11	1,43,12
	1917-18	27,7	5,77	97,5	7,08	383,0	5,99	13,982,0	1,15,31	795,3	70	15,235,5	1,34,85	26,61	1,61,46
	1918-19	33,0	7,25	102,9	7,89	408,6	7,46	15,154,7	1,32,52	910,0	81	16,609,2	1,55,93	31,40	1,87,33
	1919-20	33,8	7,93	114,5	9,01	525,0	9,53	17,285,1	1,56,24	1,140,0	1,07	19,098,4	1,83,78	26,80	2,10,58
Bombay, Baroda and Central India (including 2'6" gauge lines worked.)	1915-16	49,1	2,91	538,1	7,74	539,6	8,59	31,309,9	91,44	10,213,7	5,94	42,650,4	1,16,58	22,16	1,38,74
	1916-17	60,3	3,52	638,8	9,10	636,9	10,60	33,741,9	1,01,61	10,799,6	6,23	45,877,5	1,31,06	26,43	1,57,49
	1917-18	78,9	4,72	729,5	10,74	455,0	16,37	30,345,1	1,13,80	11,972,2	7,19	43,580,7	1,52,82	35,37	1,88,19
	1918-19	105,4	6,93	950,2	16,24	508,3	21,38	31,809,6	1,33,22	13,718,6	8,55	47,092,1	1,86,32	35,67	2,21,99
	1919-20	111,4	8,66	1,184,9	20,59	433,3	17,90	36,062,3	1,53,12	13,933,2	9,00	51,725,1	2,09,27	39,27	2,48,54
Eastern Bengal.	1915-16	*57,4	2,29	*256,8	3,32	*3,172,8	9,28	*26,507,8	55,14	*4,983,5	4,22	*34,978,3	74,25	9,62	83,87
	1916-17	*62,6	2,78	*286,6	3,67	*3,435,1	9,69	*28,179,8	58,29	*5,328,7	4,49	*37,292,8	78,92	10,88	89,80
	1917-18	*55,8	2,83	*216,7	3,42	*539,6	4,06	*25,619,9	63,44	*5,796,7	5,05	*32,228,7	78,80	10,92	89,72
	1918-19	*66,1	3,23	*226,5	3,60	*565,8	4,86	*26,397,2	70,82	*6,844,9	5,84	*34,100,5	88,35	13,71	1,02,06
	1919-20	*72,5	3,67	*249,2	3,99	*771,3	6,58	*30,361,5	84,50	*7,290,8	6,42	*38,745,3	1,05,16	11,97	1,17,13
East Indian.	1915-16	77,0	8,23	289,3	11,63	2,813,9	26,12	35,003,0	2,27,83	3,369,9	2,90	41,553,1	2,76,71	42,60	3,19,31
	1916-17	81,3	9,48	319,9	13,82	2,537,8	25,30	36,005,8	2,37,74	3,267,9	2,81	42,212,7	2,89,15	53,65	3,42,80
	1917-18	73,0	12,26	285,1	18,74	1,097,8	18,92	31,233,1	2,75,57	3,469,0	3,22	36,163,0	3,28,71	68,24	3,96,95
	1918-19	85,4	13,97	337,3	22,01	1,221,5	22,22	33,647,3	3,08,24	3,757,4	3,42	39,048,9	3,69,86	65,17	4,35,03
	1919-20	91,5	17,08	410,4	25,54	1,415,5	30,44	36,330,3	3,21,53	4,635,6	4,25	42,903,3	3,98,84	78,51	4,77,35
Great Indian Peninsula (including 2'6" and 2'9" gauge lines worked.)	1915-16	86,9	11,11	469,5	20,77	158,0	4,28	23,527,9	1,76,74	7,279,4	3,53	36,521,7	2,16,43	64,96	2,81,39
	1916-17	110,0	14,84	669,4	32,88	175,5	5,00	31,071,8	2,07,74	7,896,0	3,88	39,922,7	2,64,34	83,57	3,47,91
	1917-18	125,2	20,89	571,3	28,41	185,5	7,43	28,528,5	2,41,09	8,333,2	4,20	37,743,7	3,02,01	97,34	3,99,36
	1918-19	160,0	23,66	711,2	31,23	237,1	8,24	31,238,2	2,84,16	8,953,8	4,80	41,300,3	3,52,09	1,08,84	4,60,93
	1919-20†	174,0	23,37	845,4	40,20	273,3	11,11	37,607,9	3,50,75	7,917,4	5,22	46,818,0	4,35,65	1,13,01	5,48,66
Madras and Southern Mahratta.	1915-16	*45,1	2,97	*286,4	4,66	*367,1	2,47	*36,161,4	77,12	*1,430,4	41	*38,290,4	87,63	17,97	1,05,60
	1916-17	*50,9	3,91	*334,9	6,28	*354,3	2,64	*38,665,0	85,89	*1,591,8	46	*40,996,9	99,18	22,63	1,21,81
	1917-18	*53,8	5,28	*287,6	7,21	*126,3	2,13	*34,389,0	92,71	*1,516,9	52	*36,374,5	1,07,85	25,30	1,33,15
	1918-19	*63,9	6,18	*343,8	8,34	*156,4	2,66	*37,158,4	1,01,83	*1,563,7	59	*39,286,2	1,19,60	25,24	1,44,84
	1919-20	*59,4	6,08	*417,9	10,26	*228,9	3,56	*42,481,5	1,14,62	*1,601,9	81	*44,789,6	1,35,33	28,10	1,63,43
Nizam's Guaranteed State.	1915-16	8,1	48	58,9	1,16	493,9	4,25	1,566,1	8,17	35,0	4	2,162,0	14,10	2,23	16,33
	1916-17	9,6	61	85,1	1,65	324,6	3,51	1,789,0	9,16	39,2	6	2,247,5	14,99	3,14	18,13
	1917-18	9,0	73	57,5	1,81	577,3	5,20	1,400,9	8,27	16,3	2	2,061,0	16,03	3,58	19,61
	1918-19	9,2	68	56,5	1,87	668,1	6,11	1,573,9	9,35	25,1	3	2,332,8	18,04	3,60	21,64
	1919-20	9,8	74	59,6	2,05	812,8	7,42	1,833,2	10,81	6,1	2	2,721,5	21,04	4,39	25,43

*Includes figures for the 3' 3⅜" gauge section.
†Excluding the Matheran Light Railway for which information is not available.

DIX 6.

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
Tons. [In thousands].	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,262	1,70,05	5	1,00	3,352	1,05,38	966	18,38	22	1,83	1,75	7,607	2,98,39	39	1,76	12,15	4,43,73
3,565	2,11,52	33	4,15	3,674	1,20,85	862	16,65	22	1,62	1,93	8,156	3,56,72	44	2,08	9,92	5,12,28
3,372	2,23,72	132	14,98	3,506	1,25,23	929	18,53	17	1,52	2,55	7,956	3,86,53	50	1,62	13,82	5,63,93
3,554	2,57,57	72	9,92	3,534	1,19,75	964	23,62	22	1,91	6,12	8,146	4,18,89	65	1,41	12,59	6,20,87
3,904	2,72,88	48	4,66	3,545	1,21,10	1,142	23,76	30	2,86	5,20	8,669	4,30,46	60	3,17	12,76	6,57,57
2,936	2,24,42	10	1,61	318	14,11	896	10,29	47	8,35	1,06	4,207	2,59,84	65	...	8,50	4,07,73
2,704	2,10,78	14	3,12	519	23,92	1,334	13,42	40	7,82	5,41	4,661	2,64,47	77	...	6,99	4,29,72
2,712	2,29,06	70	7,35	688	37,72	782	16,65	37	7,79	—5,24	4,289	2,93,33	89	...	7,81	4,90,22
3,176	2,90,19	108	11,17	532	21,48	666	8,98	47	9,62	—5,65	4,529	3,35,79	1,22	...	11,42	5,70,42
2,933	2,80,70	79	10,55	512	20,91	758	9,08	43	11,43	—14,15	4,325	3,18,52	1,07	...	10,52	5,78,65
*3,087	1,03,02	*25	25	*1,220	10,58	*942	9,57	*16	5	1,00	*5,290	1,24,47	25	...	6,55	2,15,14
*3,200	1,00,80	*35	28	*1,323	11,85	*782	7,59	*23	10	1,13	*5,368	1,21,75	27	...	10,73	2,22,55
*2,737	81,32	*38	29	*1,280	11,81	*628	6,98	*7	10	1,29	*4,640	1,01,79	25	...	16,66	2,08,42
*2,777	90,06	*93	84	*1,397	12,28	*688	7,85	*15	13	2,13	*4,970	1,13,29	33	...	20,45	2,36,13
*3,471	1,18,92	*27	28	*1,095	9,85	*770	6,87	*16	16	2,84	*5,379	1,38,92	33	...	19,61	2,75,99
5,175	3,44,85	51	5,22	9,723	3,44,37	2,308	33,04	24	8,63	3,12	17,281	7,39,23	96	1,73	22,50	10,83,73
4,797	3,26,98	78	8,18	11,001	4,08,32	2,347	32,74	25	6,90	3,76	18,248	7,86,88	1,05	21	14,58	11,45,52
4,532	3,31,97	138	12,75	10,236	3,87,91	2,540	37,05	26	6,33	7,26	17,472	7,82,67	1,24	5	40,92	12,21,83
5,092	3,96,97	301	22,40	11,225	4,37,10	2,326	35,96	30	8,19	4,72	18,974	9,05,34	1,64	...	50,58	13,92,59
5,039	3,72,85	200	18,48	10,596	4,08,86	2,378	38,23	27	7,04	2	18,240	8,45,48	1,68	...	36,29	13,60,80
5,266	5,44,44	139	12,42	1,644	76,28	3,957	49,05	18	2,80	68	11,024	6,85,67	1,19	...	7,88	9,76,13
4,983	5,10,05	248	21,96	2,073	1,09,86	3,859	51,91	27	3,69	—4,43	11,140	6,93,04	1,89	...	11,76	10,54,10
4,696	5,04,50	567	50,30	1,781	97,01	4,060	63,50	27	4,20	8,14	11,131	7,27,65	1,60	...	15,00	11,43,61
5,211	5,58,38	610	61,64	2,077	1,12,20	3,511	67,41	30	4,24	7,23	11,439	8,11,10	2,17	...	21,00	12,95,20
5,038	5,88,27	342	35,77	1,914	99,66	3,368	59,63	33	5,30	17,07	10,695	8,05,70	2,44	...	22,57	13,79,37
*3,426	1,21,13	*17	1,44	*281	14,86	*691	9,30	*17	1,65	73	*4,432	1,49,11	18	...	5,14	2,60,03
*3,290	1,29,33	*27	1,66	*458	25,62	*966	14,77	*17	1,57	90	*4,758	1,73,85	21	...	5,07	3,00,94
*3,415	1,47,87	*46	2,35	*537	30,71	*840	11,98	*15	1,54	1,21	*4,853	1,95,66	25	...	6,80	3,35,86
*3,266	1,57,37	*112	4,00	*448	25,21	*832	10,77	*12	1,38	2,33	*4,670	2,01,06	30	...	5,49	3,51,69
*3,276	1,56,55	*106	2,74	*442	25,13	*870	12,21	*14	1,40	1,78	*4,708	1,99,81	26	...	6,59	3,70,03
537	31,10	9	58	476	13,94	166	1,84	...	5	16	1,188	47,67	25	...	5,23	62,48
543	30,32	14	95	462	13,85	158	1,85	1	6	19	1,172	47,22	31	...	5,28	76,94
554	32,63	12	1,16	521	15,30	136	1.61	...	3	39	1,223	51,12	33	...	6,42	77,48
594	35,01	15	83	484	14,90	144	1,71	...	2	35	1,287	52,22	48	...	8,40	83,17
634	42,81	23	1,05	428	13,51	185	2,11	...	3	55	1,270	60,66	47	...	4,21	93,17

* Includes figures for the 3' 3⅜" gauge section.

† Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Railway system.	Year.	COACHING TRAFFIC. Passenger Traffic. 1st class. No. [In hundreds]	1st class. Earnings. [In thousands.	2nd class. No. [In hundreds.]	2nd class. Earnings. [In thousands]	Inter. class. No. [In hundreds.]	Inter. class. Earnings. [In thousands.]	3rd class. No. [In hundreds.]	3rd class. Earnings. [In thousands.]	Season and vendors' tickets. Number of trips up and down on which the price of the tickets is based [In hundreds.]	Season and vendors' tickets. Earnings. [In thousands.]	Total. No. [In hundreds.]	Total. Earnings. [In thousands.]	Other coaching traffic earnings [In thousands.]	Total coaching traffic earnings. [In thousands.]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
North West ern.															
Commercial Section. (including 2' 6" gauge lines.)	1915-16	*	8,55	*	13,53	*	22,29	*	2,74,77	*	24	*	3,19,38	54,76	3,74,14
	1916-17	*	11,22	*	17,16	*	26,73	*	2,99,65	*	24	*	3,55,00	72,78	4,27,78
	1917-18	*	14,93	*	20,33	*	27,14	*	3,38,93	*	28	*	4,01,61	1,00,77	5,02,38
	1918-19	*	16,96	*	25,70	*	37,16	*	4,00,34	*	32	*	4,80,48	99,99	5,80,47
	1919-20	*	21,35	*	36,65	*	44,85	*	4,03,94	*	32	*	5,07,11	1,21,95	6,29,06
Military Section. (including 2' 6" gauge lines.)	1915-16	*	1,13	*	1,37	*	2,12	*	28,71	*	1	*	33,34	6,04	39,38
	1916-17	*	1,22	*	1,60	*	2,31	*	32,23	*	2	*	37,38	8,10	45,48
	1917-18	*	1,59	*	1,74	*	2,43	*	37,85	*	2	*	43,63	15,34	58,97
	1918-19	*	1,77	*	2,02	*	2,86	*	37,81	*	1	*	44,47	19,49	63,96
	1919-20	*	2,15	*	2,82	*	3,81	*	48,51	*	2	*	57,31	31,76	89,07
Total North Western (Commercial and military sections).	1915-16	95,4	9,68	446,6	14,90	2,642,8	24,41	63,295,0	3,03,48	419,3	25	66,899,1	3,52,72	60,80	4,13,52
	1916-17	111,5	12,44	549,0	18,76	3,221,2	29,04	61,745,1	3,31,88	373,9	26	66,000,7	3,92,38	80,88	4,73,26
	1917-18	129,2	16,52	505,3	22,07	2,309,2	29,57	53,566,0	3,76,78	323,3	30	56,833,0	4,45,24	1,16,11	5,61,35
	1918-19	143,8	18,73	579,2	27,72	2,655,0	40,02	54,150,3	4,38,15	336,3	33	57,864,6	5,24,95	1,19,48	6,44,43
	1919-20	149,6	23,50	863,7	39,47	3,171,0	48,66	53,560,9	4,52,45	313,8	34	58,059,0	5,64,42	1,53,71	6,18,13
Oudh and Rohilkhand.	1915-16	38,7	2,78	172,6	4,57	1,398,2	9,95	17,184,7	84,78	20,4	2	18,814,6	1,02,10	10,85	1,12,95
	1916-17	41,9	3,14	251,9	5,48	1,468,5	10,17	17,909,5	89,27	23,3	3	19,695,1	1,08,09	14,83	1,22,92
	1917-18	43,9	3,77	188,0	5,38	915,4	11,02	14,301,7	96,89	3,6	1	15,422,6	1,17,07	17,92	1,34,99
	1918-19	55,6	4,62	167,6	6,44	964,2	12,57	15,291,5	1,09,43	...	...	16,478,9	1,33,06	18,62	1,51,68
	1919-20	57,7	4,83	207,2	8,22	954,6	12,68	17,984,0	1,25,44	...	...	19,203,5	1,51,17	21,17	1,72,34
South Indian.	1915-16	†	1,09	†	1,97	...	...	†	25,96	†	18	†	29,20	4,75	33,95
	1916-17	†	1,25	†	2,33	...	...	†	29,31	†	15	†	33,04	5,32	38,36
	1917-18	†	1,68	†	2,95	...	...	†	31,99	†	11	†	36,73	6,91	43,64
	1918-19	†	2,02	†	3,77	...	...	†	34,96	†	11	†	40,86	7,64	48,50
	1919-20	†	2,04	†	4,46	...	...	†	39,54	†	12	†	46,16	7,27	53,43
3' 3⅜" Gauge. Aden ...	1919-20	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Assam-Bengal.	1915-16	14,2	73	31,0	58	127,2	1,04	5,165,0	24,42	41,4	11	5,378,8	26,88	2,86	29,74
	1916-17	14,2	80	33,2	68	132,6	1,10	5,069,9	23,65	47,4	15	5,297,3	26,38	2,88	29,26
	1917-18	12,9	1,01	32,3	89	76,1	1,02	5,284,9	28,68	39,4	11	5,445,6	31,71	3,61	35,32
	1918-19	12,8	1,13	32,2	95	96,3	1,35	5,937,2	36,33	35,5	7	6,114,0	39,83	4,69	44,52
	1919-20	14,9	1,39	36,9	1,12	120,0	1,69	7,139,1	44,14	52,4	9	7,363,3	48,43	5,30	53,73
Bengal and North-Western.	1915-16	17,2	67	76,9	1,45	399,6	2,66	25,100,7	91,53	110,3	3	25,704,7	96,34	5,76	‡97,32
	1916-17	17,2	73	86,7	1,60	429,7	2,90	26,612,9	1,00,27	123,0	3	27,269,5	1,05,53	7,04	‡1,07,19
	1917-18	14,5	80	74,3	1,79	283,7	2,60	22,524,6	97,02	115,8	3	23,012,9	1,02,24	6,81	‡1,03,56
	1918-19	14,5	90	73,2	2,04	240,0	2,72	23,608,4	1,10,10	111,7	3	24,047,8	1,15,79	7,47	‡1,16,77
	1919-20	15,4	1,01	85,1	2,40	270,4	3,08	27,567,5	1,25,78	128,8	3	28,067,2	1,32,30	8,71	‡1,33,98

* Information not available.
† Included with the South Indian railway (3' 3⅜" gauge).
‡ Excluding the Cawnpore-Burhwal (5' 3⅜" gauge link) earnings of which, as to details, are included with the Bengal and North-Western railway and, as to totals, with the Oudh and Rohilkhand railway.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings [In thousands.]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
*	4,16,32	*	13,00	*	15,94	*	42,75	*	5,39	8,56	*	5,01,96	1,23	60	11,30	8,89,23
*	4,39,15	*	20,55	*	24,65	*	50,81	*	3,55	14,91	*	5,53,62	1,61	58	37,27	10,20,86
*	5,30,36	*	44,48	*	54,93	*	60,84	*	2,95	15,03	*	7,08,59	2,12	86	41,21	12,55,16
*	4,72,11	*	56,49	*	52,26	*	67,51	*	3,00	8,91	*	6,60,28	3,02	1,06	37,49	12,82,32
*	4,20,57	*	41,47	*	24,86	*	57,13	*	1,89	10,42	*	5,56,34	3,58	2,77	37,06	12,28,81
*	30,41	*	1,35	*	86	*	3,17	*	58	77	*	37,14	21	...	65	77,38
*	29,38	*	3,65	*	85	*	4,35	*	70	21	*	39,14	25	...	59	85,46
*	32,93	*	2,60	*	91	*	6,72	*	47	63	*	44,26	32	...	69	1,04,24
*	42,90	*	7,44	*	1,08	*	7,38	*	73	66	*	60,19	51	...	83	1,25,49
*	40,55	*	6,96	*	1,31	*	8,24	*	26	70	*	58,02	1,11	...	90	1,49,10
5,598	4,46,73	114	14,35	565	16,80	4,969	45,92	32	5,97	9,33	11,278	5,39,10	1,44	60	11,95	9,66,61
5,355	4,68,53	250	24,20	776	25,50	4,535	55,16	29	4,25	15,12	10,945	5,92,76	1,86	58	37,86	11,06,32
5,853	5,63,29	524	47,08	1,122	55,84	4,357	67,56	24	3,42	15,66	11,880	7,52,85	2,44	86	41,90	13,59,40
5,978	5,15,01	888	63,93	1,127	53,34	4,927	74,89	27	3,73	9,57	12,947	7,20,47	3,53	1,06	38,32	14,07,81
4,850	4,61,12	598	48,43	7,26	26,17	5,150	65,37	15	2,15	11,12	11,339	6,14,36	4,69	2,77	37,96	13,77,91
1,851	82,68	13	95	210	5,31	728	8,03	8	1,52	51	2,810	99,00	47	...	16,26	2,28,68
1,831	77,88	18	1,15	743	27,69	860	8,41	11	2,04	51	3,463	1,17,68	49	...	27,65	2,68,74
1,797	84,16	37	1,86	824	33,69	738	8,27	11	1,60	76	3,407	1,30,34	57	...	24,88	2,90,78
1,909	96,80	65	2,63	1,096	50,74	849	8,93	8	1,26	59	3,927	1,60,95	79	...	22,77	3,36,19
1,618	76,15	37	1,79	797	34,64	949	8,99	11	1,18	67	3,412	1,23,42	73	...	26,57	3,23,06
†	41,33	†	31	†	47	†	1,31	†	24	32	†	43,98	8	...	6,90	84,91
†	48,13	†	49	†	34	†	1,86	†	25	32	†	51,39	9	...	8,38	98,22
†	53,66	†	42	†	40	†	1,61	†	21	44	†	56,74	11	...	9,70	1,10,19
†	52,25	†	96	†	47	†	1,07	†	29	48	†	55,52	12	...	11,87	1,16,01
†	56,79	†	43	†	27	†	2,08	†	33	53	†	60,43	12	...	12.59	1,26.57
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3,35
594	27,58	...	...	88	1,95	231	2,22	1	10	56	914	32,41	22	20	4,90	67,47
540	28,85	...	...	99	2,08	201	1,73	1	9	31	841	33,06	20	21	4,65	67,38
476	30,05	...	1	137	2,87	220	2,72	1	9	27	834	36,01	20	21	5,02	76,76
519	31,63	1	5	137	3,27	216	2,19	1	12	26	874	37,52	25	31	4,32	86,92
728	46,95	...	1	115	2,78	151	2,28	3	29	34	997	51,65	27	39	6,57	1,12,61
1,842	83,37	...	...	171	2,38	329	4,67	12	1,43	35	2,354	‡84,18	46	9,37	3,94	1,95,27
2,002	95,56	6	27	185	2,74	328	4,67	17	2,04	28	2,538	‡95,04	53	10,03	4,52	2,17,31
1,976	1,00,60	1	2	142	1,71	411	5,62	6	59	55	2,536	‡96,96	57	8,61	5,17	2,14,87
2,341	1,34,34	5	28	124	1,71	363	5,58	13	1,56	87	2,846	‡1,25,99	81	8,83	5,27	2,57,67
2,155	1,07,52	2	8	175	2,49	339	4,99	12	1,96	67	2,683	‡1,04,10	71	10,72	3,82	2,53,33

* Information not available.
† Included with the South Indian railway (3′ 3⅜″ gauge).
‡ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge link) earnings of which, as to details, are included with the Bengal and North-Western railway and, as to totals, with the Oudh and Rohilkhand railway.

§ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton
A head of sheep, goat, etc. ... = 0·025 ton
An elephant ... ... = 2·50 tons

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands].
		1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3¾" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Bengal Dooars.	1915-16	2,0	7	5,3	8	40,3	17	881,5	3,00	...	...	929,1	3,32	45	3,77
	1916-17	2,7	9	4,8	7	52,4	21	1,000,8	3,32	...	...	1,060,7	3,69	55	4,24
	1917-18	3,1	10	5,1	8	35,4	14	967,4	3,21	...	...	1,011,0	3,53	55	4,08
	1918-19	2,7	10	5,3	7	42,9	17	995,9	3,59	...	...	1,046,8	3,93	61	4,54
	1919-20	2,7	10	3,9	7	53,2	20	1,085,8	3,65	...	...	1,145,6	4,02	61	4,63
Bhavnagar State.	1915-16	2,6	8	25,5	34	...	...	1,592,4	7,93	11,0	2	1,631,5	8,37	70	9,07
	1916-17	2,7	7	32,1	44	...	...	1,762,2	8,74	11,8	2	1,808,8	9,27	71	9,98
	1917-18	2,3	7	29,9	41	...	...	1,793,3	8,61	75,8	9	1,901,3	9,18	87	10,05
	1918-19	3,0	9	49,8	70	...	...	2,231,0	11,15	13,0	2	2,296,8	11,96	1,20	13,16
	1919-20†	4,8	13	65,3	94	...	...	2,382,2	12,65	13,8	2	2,466,1	13,74	1,64	15,38
Bombay, Baroda and Central India.	1915-16	21,6	1,56	138,2	3,79	365,1	4,12	26,894,4	1,10,84	65,6	9	27,484,9	1,20,40	12,29	1,32,69
	1916-17	25,9	4,80	155,5	4,34	398,5	4,87	28,201,1	1,18,25	71,8	10	28,852,8	1,29,36	17,01	1,46,37
	1917-18	35,5	2,19	151,5	4,62	401,5	4,49	23,317,0	1,25,71	81,8	16	23,987,3	1,37,17	18,38	1,55,55
	1918-19	40,3	2,62	221,8	6,80	510,8	5,80	26,222,6	1,51,00	68,0	13	27,063,5	1,66,35	20,66	1,87,01
	1919-20‡	41,9	2,98	277,1	9,30	592,1	7,34	30,811,3	1,73,51	107,2	20	31,829,6	1,93,33	23,38	2,16,71
Burma...	1915-16	54,6	2,87	211,3	3,79	...	...	26,616,8	80,54	855,7	46	27,738,4	87,66	6,43	94,09
	1916-17	59,7	3,46	232,2	4,37	...	...	27,784,5	83,85	953,9	52	29,030,3	92,20	7,46	99,66
	1917-18	53,5	4,12	226,0	4,74	...	...	25,700,5	79,44	979,8	57	26,959,8	88,87	7,90	96,77
	1918-19	56,4	4,40	257,2	5,55	...	...	26,896,5	88,38	1,057,3	65	28,267,4	98,98	8,94	1,07,92
	1919-20	63,9	4,99	327,4	7,46	...	...	31,592,6	1,09,69	1,184,3	73	33,168,2	1,22,87	10,11	1,32,98
Dibru-Sadiya.	1915-16	7,5	11	4,8	5	11,9	7	609,5	2,06	...	...	633,7	2,29	37	2,66
	1916-17	7,6	11	5,5	5	14,4	9	637,9	2,11	...	...	665,4	2,36	41	2,77
	1917-18	6,8	12	6,2	7	12,6	9	660,6	2,16	...	...	686,2	2,44	40	2,84
	1918-19	5,5	10	5,1	6	13,2	10	583,2	2,08	...	...	607,0	2,34	42	2,76
	1919-20	5,7	12	5,5	7	15,4	12	622,1	2,45	...	...	648,7	2,76	50	3,26
Eastern Bengal (including 2'6" gauge lines worked.)	1915-16	*	97	*	1,57	*	5,74	*	52,00	*	13	*	60,41	8,32	68,73
	1916-17	*	1,18	*	1,61	*	6,75	*	58,71	*	14	*	68,59	10,63	79,22
	1917-18	*	1,77	*	2,17	*	2,68	*	62,49	*	14	*	69,25	11,08	80,33
	1918-19	*	2,15	*	2,18	*	2,42	*	61,39	*	17	*	68,31	11,45	79,76
	1919-20	*	2,09	*	2,46	*	3,06	*	68,42	*	21	*	76,24	11,47	87,71

* Included with the Eastern Bengal railway (5' 6" gauge).

† Includes the results of the Dhrangadra Railway for the 1st half of 1919-20. Those for the 2nd half are included with the Bombay, Baroda and Central India railway (3' 3¾" gauge).

‡ Includes the results of the Dhrangadra Railway for the 2nd half of 1919-20. Those for the 1st half are included with the Bhavnagar State railway.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	R.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
141	10,48	...	...	35	1,49	25	18	...	...	9	201	12,24	3	17	21	16,42
129	10,32	...	...	53	2,38	22	28	...	...	5	204	13,03	3	18	22	17,70
112	9,68	...	...	59	2,55	27	29	...	...	4	198	12,56	3	18	24	17,09
116	9,38	...	...	84	3,75	16	16	...	...	4	216	13,33	3	18	21	18,29
139	11,36	...	...	31	1,44	21	17	...	...	3	191	13,00	3	20	22	18,08
221	6,15	...	...	21	29	32	20	1	6	...	275	6,70	11	...	57	16,45
192	5,94	...	...	33	52	20	11	1	6	1	246	6,64	16	...	81	17,59
228	7,54	...	...	9	69	17	8	1	8	5	285	8,44	19	...	46	19,14
348	12,79	...	..	40	57	21	13	1	16	5	410	13,70	26	...	39	27,51
250	9,16	...	...	36	51	23	16	1	12	6	310	10,01	22	...	41	26,02
2,491	1,83,57	16	1,25	166	3,49	309	5,72	28	3,72	38	3,010	1,98,13	66	...	6,96	3,38,44
2,603	1,87,83	21	1,82	213	5,05	473	7,06	27	3,68	79	3,337	2,06,23	72	...	7,69	3,61,01
2,635	1,86,18	39	2,56	237	5,43	382	5,94	29	3,88	47	3,322	2,04,46	86	...	9,08	3,69,95
2,897	2,33,08	109	7,76	238	6,19	473	7,93	36	4,59	99	3,753	2,60,54	1,13	...	7,01	4,55,69
2,381	2,01,00	53	3,25	210	5,55	437	8,26	40	7,93	39	3,121	2,26,38	1,03	...	8,23	4,52,35
2,012	1,09,08	4	23	25	2,77	655	5,59	8	2,55	19	2,704	1,20,41	31	88	5,13	2,20,82
2,320	1,30,00	5	27	21	2,06	780	5,80	9	2,39	20	3,135	1,40,72	36	94	5,60	2,47,82
2,248	1,34,27	12	46	20	1,94	761	5,46	9	2,49	19	3,045	1,44,81	40	88	4,87	2,47,73
2,734	1,65,63	20	1,23	19	1,65	898	6,51	11	2,88	54	3,682	1,78,44	56	1,05	5,58	2,93,55
2,831	1,71,35	28	1,51	27	2,15	990	7,38	15	4,76	43	3,886	1,87,58	56	1,24	6,94	3,29,30
151	5,87	...	...	580	6,16	8	3	...	1	1	739	12,08	4	...	33	15,11
167	6,30	...	...	538	5,83	10	4	...	1	2	715	12,20	5	...	14	15,16
159	6,09	...	...	562	5,97	6	2	...	1	2	727	12,11	5	...	36	15,36
157	6,13	...	...	505	5,36	4	2	2	1	2	668	11,54	6	...	29	14,65
173	6,56	...	...	521	5,56	4	2	3	2	2	701	12,18	6	...	23	15,73
*	56,90	*	1	*	2,65	*	4,43	*	1,02	31	*	65,32	29	3,54	3,36	1,41,24
*	61,01	*	3	*	2,79	*	3,98	*	1,19	44	*	69,44	29	3,42	5,46	1,57,83
*	51,80	*	1	*	2,66	*	3,52	*	39	44	*	58,82	29	2,96	8,34	1,50,74
*	61,27	*	2	*	3,14	*	4,65	*	92	54	*	70,54	35	3,43	10,22	1,64,30
*	76,83	*	3	*	1,95	*	5,12	*	1,17	1,10	*	86,20	33	3,82	9,75	1,87,81

* Included with the Eastern Bengal railway (5′ 6″ gauge).

† Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
'3' 3½" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Gondal.	1915-16	4,0	13	38,5	44	...	...	1,544,1	7,07	3,2	...	1,589,8	7,64	55	8,19
	1916-17	4,5	12	46,4	54	...	...	1,741,6	7,99	4,4	1	1,796,	8,66	63	9,29
	1917-18	3,5	11	55,5	62	...	...	1,916,7	8,51	8,0	1	1,983,7	9,25	76	10,01
	1918-19	3,7	12	78,6	92	...	...	2,169,9	9,50	23,3	4	2,275,5	10,58	88	11,46
	1919-20	5,3	24	110,3	1,30	...	...	2,323,6	10,75	4,5	1	2,443,7	12,30	1,20	13,50
Hyderabad Godavari Valley, Hingoli-Branch and Secunderabad-Gadwal.	1915-16	4,7	29	39,7	87	...	...	3,020,9	13,52	42,4	3	3,107,7	14,71	1,70	16,41
	1916-17	5,3	34	67,6	1,10	...	...	3,154,1	14,42	66,3	5	3,293,3	15,91	2,14	18,05
	1917-18	5,7	49	54,0	1,38	...	...	3,633,7	17,30	33,6	2	3,727,0	19,19	2,46	21,65
	1918-19	6,8	62	58,3	1,54	...	...	4,218,0	19,76	221,5	14	4,504,6	22,06	3,04	25,10
	1919-20	6,5	60	63,8	1,77	...	...	4,857,4	24,79	113,5	9	5,041,2	27,25	3,95	31,20
Jamnagar	1915-16	7	3	6,7	14	...	...	321,7	1,84	6	...	329,7	2,01	19	2,20
	1916-17	7	3	7,1	15	...	...	323,6	2,13	7	...	332,1	2,31	23	2,54
	1917-18	7	3	8,0	16	...	...	339,3	2,17	46	1	352,6	2,37	24	2,61
	1918-19	7	3	12,7	25	...	...	380,3	2,44	13,5	3	407,2	2,75	28	3,03
	1919-20	1,0	5	17,1	35	...	...	451,8	2,37	5	...	470,4	2,77	45	3,22
Jodhpur-Bikaner.	1915-16	5,5	47	35,6	1,02	121,5	1,24	5,269,0	26,50	...	...	5,431,6	29,23	3,37	32,60
	1916-17	6,4	51	40,4	1,21	165,2	1,52	5,512,3	27,69	...	...	5,724,3	30,93	4,03	34,96
	1917-18	10,4	95	41,0	1,68	129,3	1,99	4,374,7	28,50	...	...	4,555,4	33,12	4,67	37,79
	1918-19	8,8	81	54,1	2,27	154,8	2,33	5,178,5	35,31	...	...	5,396,2	40,72	5,91	46,63
	1919-20	10,7	89	73,3	2,98	230,9	3,34	6,168,9	40,10	...	...	6,483,8	47, 31	7,48	54,79
Junagad State.	1915-16	2,1	4	28,3	22	...	...	953,7	3,30	2,4	...	986,5	3,56	21	3,77
	1916-17	2,2	4	34,3	27	...	...	1,107,6	3,88	4,4	1	1,148,5	4,20	27	4,47
	1917-18	1,9	3	41,1	31	...	...	1,211,7	4,18	7,3	2	1,262,0	4,54	30	4,84
	1918-19	2,2	4	58,9	44	...	...	1,393,8	4,85	11,6	2	1,466,5	5,35	42	5,77
	1919-20	2,8	5	80,9	62	...	...	1,526,2	5,41	4,5	1	1,614,4	6,09	45	6,54
Madras and Southern Mahratta.	1915-16	*	1,53	*	5,64	*	50	*	66,22	*	11	*	72,00	9,73	81,73
	1916-17	*	1,89	*	4,30	*	64	*	70,15	*	11	*	77,09	10,85	87,94
	1917-18	*	2,76	*	5,09	*	78	*	76,61	*	14	*	85,38	12,91	98,29
	1918-19	*	3,28	*	6,18	*	1,06	*	88,18	*	19	*	98,89	14,69	1,13,58
	1919-20†	*	2,84	*	7,25	*	1,23	*	96,81	*	19	*	1,08,32	15,73	1,24,05
Morvi (including 2' 6" gauge section.)	1915-16	2,7	11	16,4	30	...	...	611,5	4,41	5	...	631,1	4,82	48	5,30
	1916-17	3,7	16	19,8	38	...	...	699,3	5,16	5	...	723,3	5,70	56	6,26
	1917-18	3,5	15	22,0	41	...	...	753,0	5,35	5	...	779,0	5,91	62	6,53
	1918-19	4,0	16	43,3	71	...	...	818,1	5,88	5	...	865,9	6,75	77	7,52
	1919-20	3,9	17	47,3	88	...	...	921,6	6,58	2	...	973,0	7,63	1,06	8,69

* Included with the Madras and Southern Mahratta railway (5' 6" gauge).

†Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the 1st half of the year 1919-20. These for the second half are included with that of the Mysore-Arsikere Railway.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands]	Total gross earnings [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
259	5,64	...	...	15	22	13	11	...	2	3	287	6,02	7	...	78	15,06
246	5,35	...	...	24	31	16	15	1	3	4	287	5,88	9	...	63	15,89
281	6,46	...	...	26	39	27	24	...	4	2	334	7,15	12	...	71	17,99
368	10,86	...	...	23	37	25	25	...	5	8	416	11,61	18	...	86	24,11
340	9,02	...	...	25	34	23	18	...	4	3	388	9,61	12	...	1,02	24,25
308	25,94	2	5	25	97	163	1,35	...	8	8	498	28,47	12	...	1,14	46,14
246	19,34	5	13	19	75	96	82	...	8	13	366	21,25	15	...	2,07	41,52
262	18,80	9	19	15	52	212	1,00	...	8	19	498	20,78	18	...	2,29	44,90
348	25,16	8	108	22	70	183	1,09	1	12	31	562	28,46	25	...	3,62	57,48
392	34,75	2	4	42	1,53	196	1,49	...	7	43	632	38,31	27	...	1,83	71,61
0	92	...	...	...	...	2	1	...	...	...	42	93	2	...	8	3,23
32	73	...	...	2	5	5	3	...	1	...	39	82	2	...	5	3,48
36	93	...	...	1	3	3	2	...	1	1	40	1,00	2	...	11	3,74
56	1,61	...	...	5	12	5	3	...	1	2	66	1,79	3	...	9	4,94
61	1,66	...	...	2	5	3	3	...	1	1	66	1,76	2	...	15	5,15
1,030	44,44	2	9	31	22	159	1,66	3	39	12	1,215	46,92	17	...	1,28	80,97
1,029	41,31	14	82	22	21	172	1,91	2	18	12	1,239	44,45	19	...	1,73	81,38
1,251	54,51	10	52	18	14	142	1,56	4	26	9	1,425	57,08	21	...	1,67	96,75
1,229	54,74	30	1,51	18	20	191	2,58	5	60	17	1,473	59,80	29	...	1,55	1,08,27
865	40,22	13	78	25	27	157	1,56	6	95	21	1,066	43,99	28	...	1,89	1,00,95
146	2,90	...	...	5	1	6	4	...	...	1	157	2,96	3	...	20	6,96
141	2,78	...	...	7	3	7	3	...	1	1	155	2,86	4	...	12	7,49
141	2,92	...	...	6	3	20	9	...	2	...	167	3,06	4	...	20	8,14
178	3,98	...	...	2	1	12	7	...	1	2	192	4,09	4	...	8	9,98
165	3,67	...	...	2	3	21	12	...	1	1	188	3,84	3	...	13	10,54
*	1,11,84	*	25	*	1,16	*	8,36	*	65	51	*	1,22,77	35	2,41	2,88	2,10,14
*	1,14,16	*	1,44	*	1,27	*	8,89	*	84	63	*	1,27,23	35	2,45	3,28	2,21,25
*	1,21,96	*	1,63	*	1,43	*	7,55	*	58	69	*	1,33,84	40	2,06	2,44	2,37,03
*	1,19,40	*	4,11	*	1,30	*	9,17	*	44	1,01	*	1,35,43	54	4,16	2,83	2,56,54
*	1,17,64	*	4,17	*	1,12	*	7,31	*	99	1,11	*	1,32,34	50	3,20	3,83	2,63,92
82	2,11	...	...	9	11	7	6	...	3	1	98	2,32	3	...	8	7,79
68	1,92	...	...	12	20	6	6	...	3	1	86	2,22	5	...	16	8,69
84	2,72	...	...	13	24	6	5	...	5	3	103	3,09		...	8	9,76
162	6,27	...	1	16	35	10	7	...	4	3	188	6,77	8	...	7	14,44
112	3,64	...	...	16	19	12	8	1	6	2	141	3,99	7	...	14	12,39

*Included with the Madras and Southern Mahratta railway (5' 6" gauge).

†Live stock has been converted into tons at:—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephan ... = 2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings [In thousands.]	Total coachings traffic earnings [In thousands.]
		PASSENGER TRAFFIC.													
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3½" GAUGE — *concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Mysore-Arsikere	1917-18	2	1	17	2	...	...	104,3	40	2	...	106,4	43	1	44
	1918-19	8	3	66	9	...	...	420,6	1,79	8	...	428,8	1,91	12	2,03
	1919-20 *	4,1	22	22,7	51	...	...	1,741,4	7,24	6,7	1	1,775,9	7,98	84	8,82
Rohilkund and Kumaon.	1915-16	5,5	49	19,6	68	42,2	37	5,025,9	14,50	...	1	5,093,2	16,05	1,45	17,50
	1916-17	6,1	57	24,7	90	43,8	40	5,457,4	16,02	...	1	5,532,0	17,90	1,71	19,61
	1917-18	3,1	74	23,4	83	39,2	37	5,248,7	16,66	...	1	5,319,4	18,61	2,13	20,74
	1918-19	9,7	92	26,8	1,04	40,7	41	5,348,5	17,40	...	1	5,425,7	19,78	2,43	22,20
	1919-20	8,8	85	28,5	1,10	47,1	48	6,092,5	20,06	...	1	6,176,9	22,50	2,37	24,87
South Indian.	1915-16	†82,6	1,50	†415,7	5,82	...	...	†45,603,2	1,12,25	†2,,449,9	87	†48,551,4	1,21,44	9,90	1,31,34
	1916-17	†90,6	2,95	†474,6	6,77	...	...	†47,214,6	1,19,81	†2,415,1	94	†50,194,9	1,30,47	11,28	1,41,75
	1917-18	†102,6	3,88	†469,6	8,36	...	...	†39,156,8	1,22,58	†2,062,8	96	†41,791,8	1,35,78	13,52	1,49,30
	1918-19	†126,4	5,03	†580,5	9,54	...	...	†40,313,5	1,27,10	†1,901,9	92	†42,922,3	1,42,59	11,50	1,54,09
	1919-20	†125,5	5,37	†756,9	11,28	...	...	†48,222,0	1,51,24	†2,577,3	1,22	†51,681,7	1,69,11	13,54	1,82,65
Udaipur-Chitorgarh.	1915-16	6	3	2,3	7	2,9	3	388,4	1,63	5	...	394,7	1,76	13	1,89
	1916-17	5	4	2,8	7	2,8	2	415,9	1,73	4	...	422,4	1,86	16	2,02
	1917-18	4	2	1,9	4	1,0	1	317,8	1,58	5	...	321,6	1,65	13	1,78
	1918-19	5	3	3,0	7	2,8	2	381,5	1,97	5	...	388,3	2,09	15	2,24
	1919-20	6	4	4,5	12	2,0	2	494,1	2,62	5	...	501,7	2,80	21	3,01
2' 6" GAUGE															
Ahmadpur Katwa.	1917-18	1	...	1,1	1	4,0	2	189,4	41	...	...	194,6	44	3	47
	1918-19	...	...	1,4	1	5,1	2	288,1	72	...	...	294,6	75	4	79
	1919-20	1	...	1,5	1	6,7	3	382,7	1,02	...	...	391,0	1,08	2	1,08
Ambaji-Taranga.	1919-20		‡	‡	‡	‡	‡	‡	‡	‡		‡	‡	‡	‡
Arakan Ligh.	1918-19	...	...	...	...	...	...	9,1	4	...	...	9,1	4	...	4
	1919-20	3	1	...	...	...	...	69,0	33	...	...	69,3	34	2	36

* Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the 2nd-half of the year 1919-20. Those for the 1st-half are included with the Madras and Southern Mahratta Railway (3' 3⅜" gauge).

† Includes figures for the Morappur-Hosur and Tirupattur-Krishnagiri railways.

‡ Information not furnished.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings [In thousand]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‖	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
6	21	...	...	...	...	...	...	...	...	...	6	21	1	...	...	66
40	1,37	...	...	...	...	24	30	...	1	2	64	1,70	1	...	7	3,81
102	4,04	...	...	...	2	21	24	...	4	6	123	4,40	2	...	17	13,41
500	15,69	5	22	8	9	83	66	...	2	8	596	16,76	7	...	3,10	37,43
585	18,53	3	9	12	13	76	60	...	2	...	676	19,37	8	...	3,83	42,89
617	21,15	18	77	4	5	91	75	...	2	10	730	22,84	9	...	5,06	48,73
752	27,81	10	54	3	6	92	63	...	2	47	857	29,53	11	...	4,18	56,02
654	22,09	2	11	5	6	96	67	...	3	—4	757	22,92	9	...	4,75	52,63
†2,730	92,67	†3	25	†61	2,12	†421	2,79	†20	1,04	1,27	†3,235	1,00,14	46	1,81	4,30	2,38,05
†2,793	95,05	†7	49	†58	2,25	†436	4,15	†20	1,01	1,30	†3,314	1,04,25	45	2,23	5,99	2,54,67
†2,712	1,04,76	†11	1,07	†52	2,64	†444	5,25	†14	76	1,49	†3,233	1,15,97	52	1,93	6,3 2	2,74,04
†2,319	1,02,82	†15	72	†48	2,07	†467	5,17	†17	96	1,80	†2,866	1,13,54	62	1,77	4,80	2,74,82
†2,450	1,13,31	†8	45	†44	2,01	†519	5,25	†19	1,47	2,05	†3,040	1,24,54	63	1,98	6,66	3,16,46
30	1,23	...	...	1	1	2		...	1	2	33	1,28	1	...	6	3,24
39	1,56	...	...	2	2	1	1	...	...	2	42	1,61	2	...	10	3,75
19	81	...	...	2	2	2	1	...	1	1	23	86	2	...	10	2,76
22	96	...	...	3	3	1	...	...	1	2	26	1,0 2	2	...	9	3,37
27	1,19	...	...	1	1	1	1	...	1	2	29	1,24	2	...	11	4,38
4	5	...	...	1	1	...	...	...	...	...	5	6	...	...	1	54
10	13	...	...	1	1	...	...	...	...	...	11	14	...	...	1	94
9	13	...	...	1	...	...	...	...	...	...	10	13	...	...	1	1,22
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
1	4	...	...	...	...	...	...	...	...	...	1	4	...	...	...	8
3	9	...	...	...	...	...	...	...	...	...	3	9	...	...	2	47

† Includes figures for the Morappur-Hosur and Tirupattur-Krishnagiri railways.

‖ Live-stock has been converted into tons at—

A head of cattle, or a pony or horse ... ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

‡ Information not furnished.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC. PASSENGER TRAFFIC. 1st class. No. [In hundreds]	1st class. Earnings. [In thousands]	2nd class. No. [In hundreds]	2nd class. Earnings. [In thousands.]	Inter. class. No. [In hundreds.]	Inter. class. Earnings. [In thousands.]	3rd class. No. [In hundreds.]	3rd class. Earnings. [In thousands.	Season and vendors' tickets. Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Season and vendors' tickets. Earnings. [In thousands.]	Total. No. [In hundreds]	Total. Earnings. [In thousands.]	Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Arrah-Sasaram Light.	1915-16	6	2	...	...	5,4	5	408,1	1,45	...	...	414,1	1,52	4	1,56
	1916-17	8	2	...	...	5,7	5	457,8	1,57	...	...	463,8	1,64	4	1,68
	1917-18	7	2	...	...	6,1	6	417,4	1,80	...	...	424,2	1,88	5	1,93
	1918-19	7	3	...	...	5,5	5	419,4	1,79	...	...	425,6	1,87	7	1,94
	1919-20	6	2	...	...	5,7	6	471,2	1,97	...	...	477,5	2,05	5	2,10
Bangalore-Chik Ballapur Light.	1915-16	1	...	1,5	1	...	...	152,0	40	...	...	153,6	41	1	42
	1916-17	†	†	†	†	†	†	†	†	†	†	†	†	†	†
	1917-18														
	1918-19														
	1919-20														
Bankura-Damoodar River.	1916-17	...	...	3	...	1,2	1	42,0	15	...	...	43,5	16	1	17
	1917-18	1	...	7	1	4,9	3	242,9	88	...	...	248,6	92	8	1,00
	1918-19	1	...	1,0	1	5,2	4	285,7	1,09	...	...	292,0	1,14	6	1,20
	1919-20	1	...	1,1	1	6,7	5	350,8	1,46	...	...	358,7	1,46	7	1,53
Baraset-Basirhat Light.	1915-16	3	1	3,8	4	23,7	18	742,0	2,63	104,5	12	874,3	2,97	13	3,10
	1916-17	3	1	3,8	4	23,6	17	718,6	2,60	109,5	13	855,8	2,93	12	3,05
	1917-18	1,6	3	1,1	1	19,7	15	581,6	2,27	72,8	10	676,8	2,55	11	2,66
	1918-19	2,6	5	...	...	20,7	14	666,5	2,55	89,0	12	778,8	2,86	13	2,99
	1919-20	3,1	5	...	...	25,1	17	769,8	2,89	113,4	15	911,4	3,26	21	3,47
Barsi Light.	1915-16	4	2	3,4	6	...	...	774,7	3,95	1	...	778,6	4,03	19	4,22
	1916-17	4	2	4,5	8	...	...	941,6	5,67	...	...	946,5	5,77	22	5,99
	1917-18	4	2	4,1	9	...	...	689,7	4,26	...	...	694,2	4,37	19	4,56
	1918-19	3	2	5,2	13	...	...	807,3	4,99	...	...	812,8	5,14	25	5,39
	1919-20	4	2	6,8	18	...	...	1,313,3	9,17	...	...	1,320,5	9,37	39	9,76
Bengal Provincial.	1915-16	2	...	1,5	1	19,8	4	520,7	91	22,8	4	565,0	1,00	6	1,06
	1916-17	1	...	1,6	1	16,6	3	464,1	81	20,8	4	503,2	89	6	95
	1917-18	2	...	1,1	...	8,4	2	403,3	76	14,6	2	427,6	80	5	85
	1918-19	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1919-20	1	...	1,5	1	10,0	3	399,6	94	15,5	3	426,7	1,01	7	1,08
Bukhtiarpur Bihar.	1915-16	8	1	3,3	3	19,8	10	618,8	1,60	...	...	642,7	1,74	7	1,81
	1916-17	6	1	2,7	2	16,8	8	422,8	98	...	...	442,9	1,04	6	1,10
	1917-18	4	1	2,5	2	11,8	7	441,7	1,10	...	...	456,4	1,20	9	1,29
	1918-19	4	1	2,0	2	10,1	6	359,1	81	...	...	371,6	90	4	94
	1919-20	4	1	2,9	2	12,4	7	447,6	93	...	...	463,3	1,03	10	1,13

*Information not furnished.
† Included with the Kolar District railway (2' 6" gauge).

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
19	36	...	...	1	2	...	...	...	...	1	20	39	...	...	1	96
28	56	...	...	1	1	...	...	...	...	...	29	57	...	...	1	2,26
31	56	...	...	...	...	1	1	...	...	1	32	58	...	...	3	2,54
28	52	...	...	1	...	2	1	...	...	...	31	53	...	...	...	2,47
35	68	...	...	1	1	2	1	...	...	...	38	70	...	...	...	2,50
3	6	...	...	...	...	3	4	...	...	...	6	10	...	...	...	52
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
1	3	...	...	1	1	1	1	...	...	...	3	5	...	...	...	22
9	22	...	...	1	1	1	1	...	...	...	11	24	...	...	4	1,29
24	57	...	...	1	2	...	...	...	...	1	25	60	...	...	3	1,83
25	67	...	...	1	2	...	...	...	...	1	26	70	...	...	3	2,26
30	63	...	...	...	...	...	...	...	...	...	30	63	...	...	1	3,74
28	51	...	...	...	...	...	...	...	...	...	28	51	...	...	1	3,57
23	41	...	...	...	...	...	...	...	...	...	23	41	...	...	1	3,03
22	44	...	...	...	...	...	...	...	...	...	22	44	...	...	2	3,45
30	57	...	...	...	...	...	...	...	...	...	30	57	...	...	2	4,06
152	5,65	...	...	7	22	9	4	...	...	4	168	5,95	5	...	45	10,67
112	4,60	...	...	5	15	4	2	...	...	3	121	4,80	5	...	41	11,25
81	3,44	...	...	5	14	3	1	...	...	4	89	3,63	5	...	37	8,61
92	4,05	...	...	6	18	4	1	...	...	4	102	4,28	10	...	33	10,10
112	5,34	...	...	10	29	9	3	...	...	7	131	5,78	12	...	35	15,93
41	32	...	...	1	1	...	...	...	...	...	42	33	1	...	1	1,41
42	30	...	...	...	...	...	...	...	...	...	42	30	1	...	2	1,28
31	27	...	...	...	...	...	...	...	...	...	31	27	...	...	2	1,14
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
42	40	...	...	1	1	...	1	...	...	...	43	42	1	...	1	1,52
25	48	...	...	...	...	...	...	...	...	...	25	48	...	...	2	2,31
30	46	...	...	...	...	...	...	...	...	...	30	46	...	...	1	1,57
37	66	...	...	...	...	...	...	...	...	...	37	66	...	...	2	1,97
47	64	...	...	...	...	...	...	...	...	...	47	64	...	...	2	1,69
44	64	...	...	...	...	...	...	...	...	...	44	64	...	...	2	1,79

*Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... =2·50 tons.

† Included with the Kolar District railway (2′ 6″ gauge).

‡ Information not furnished.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Burdwan Katwa.	1915-16	...	...	6	...	3,4	1	133,0	31	...	...	137,0	32	2	34
	1916-17	1	...	1,4	1	10,3	5	358,7	1,06	...	...	370,5	1,12	5	1,17
	1917-18	...	...	1,2	1	8,2	4	342,4	1,02	...	...	351,8	1,07	5	1,12
	1918-19	...	...	1,5	1	9,1	5	361,6	1,05	...	...	372,2	1,11	5	1,16
	1919-20	1	...	1,6	2	11,2	7	409,0	1,25	...	...	421,9	1,34	5	1,39
Champaner-Shivrajpur-Pani Light.	1915-16	...	...	4	...	...	...	123,6	26	...	...	124,0	26	1	27
	1916-17	...	...	7	1	...	...	188,6	40	...	...	189,3	41	1	42
	1917-18	...	...	7	1	...	...	155,3	35	...	...	156,0	36	3	39
	1918-19	...	...	8	1	...	...	225,6	58	...	...	226,4	59	2	61
	1919-20	...	...	9	1	...	...	239,6	59	...	...	240,5	60	2	62
Cutch State.	1915-16	...	...	9	1	...	...	75,3	36	...	...	76,2	37	6	43
	1916-17	...	...	1,1	2	...	...	86,6	42	...	...	87,7	44	7	51
	1917-18	...	...	4	1	...	...	50,3	23	...	...	50,7	24	6	30
	1918-19	...	...	1,2	2	...	...	97,8	47	...	...	99,0	49	9	58
	1919-20	...	...	1,7	2	...	...	105,4	50	...	...	107,1	52	7	59
Dehri-Rohtas Light.	1915-16	2	...	...	...	4	...	54,7	12	...	...	55,3	12	...	12
	1916-17	2	...	...	...	4	...	69,3	15	...	...	69,9	15	...	15
	1917-18	1	...	...	...	3	...	65,1	13	...	...	65,5	13	1	14
	1918-19	1	...	...	...	2	...	65,9	14	...	...	66,2	14	1	15
	1919-20	1	...	...	...	3	...	65,1	14	...	...	65,5	14	1	15
Dholpur-Bari.	1915-16	...	...	4	1	...	...	88,8	28	...	...	89,2	29	1	30
	1916-17	...	...	7	1	...	...	103,8	34	...	...	104,5	35	3	38
	1917-18	...	...	6	1	...	...	109,6	36	...	...	110,2	37	4	41
	1918-19	...	...	4	1	...	...	122,5	41	...	...	122,9	42	3	45
	1919-20	...	...	5	1	...	...	165,9	54	...	...	166,4	55	3	58
Godhra-Lunavada.	1915-16	...	...	6	1	...	...	88,3	37	...	...	88,9	38	2	40
	1916-17	...	...	8	1	...	...	102,5	43	...	...	103,3	44	2	46
	1917-18	...	...	5	1	...	...	79,8	31	...	...	80,3	32	3	35
	1918-19	...	...	10	1	...	...	103,4	44	...	...	104,4	45	3	48
	1919-20	...	...	8	2	...	...	133,4	55	...	...	134,2	57	4	61
Jessore-Jhenidah.	1915-16	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1916-17	3	1	1,3	1	7,0	4	210,5	65	...	...	19,1	71	6	77
	1917-18	2	...	1,1	1	3,8	2	174,2	55	...	...	179,3	58	7	65
	1918-19	2	1	1,4	1	4,7	3	207,0	64	...	...	213,3	69	7	76
	1919-20	2	1	1,9	2	6,6	4	280,7	87	...	...	289,4	94	8	1,02

* Information not available.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	...	...	...	1	...	1	...	...	...	3	4	...	...	...	36
6	8	...	...	4	5	1	1	...	...	...	11	14	...	...	2	1,33
11	16	...	...	2	2	...	...	...	...	...	13	18	...	...	2	1,32
13	20	...	...	1	1	...	...	...	...	...	14	21	...	...	4	1,41
17	23	...	...	1	1	...	...	...	...	1	18	25	...	...	7	1,71
50	6	...	...	1	...	...	...	...	...	...	51	46	1	...	...	74
48	50	...	...	1	1	4	1	...	...	...	53	52	1	...	...	95
62	1	2		1	...	1	...	...	...	...	66	84	1	...	1	1,25
47	61	5	4	1	1	...	...	...	...	...	53	66	1	...	1	1,29
78	98	...	...	1	1	1	...	...	...	...	80	99	1	...	2	1,64
23	48	...	...	1	2	...	...	...	...	11	24	61	...	...	1	1,05
17	33	...	...	...	...	...	...	...	...	8	17	41	...	...	1	93
11	21	...	...	1		...	...	...	...	5	12	28	...	...	1	59
22	48	...	...	1	3	...	...	...	...	10	23	61	...	...	1	1,20
15	35	...	...	...	...	...	...	...	...	7	15	42	...	...	1	1,02
122	1,84	...	...	12	18	...	...	...	...	...	134	2,02	...	...	5	2,19
123	1,87	...	...	16	24	...	...	...	...	...	39	2,11	...	...	6	2,32
120	1,78	...	...	12	18	...	...	...	...	...	132	1,96	...	...	8	2,18
122	1.79	...	...	15	21	...	...	...	...	...	137	2,00	...	...	8	2,23
153	2,21	...	...	15	21	...	...	...	...	...	168	2,42	...	...	10	2,67
32	56	...	...	...	...	1	...	...	...	...	33	56	1	...	1	88
39	66	...	...	...	...	1	...	...	...	...	40	66	1	...	1	1,06
43	68	...	...	...	...	1	...	...	...	...	44	68	1	...	1	1,11
62	70	...	...	...	...	...	...	...	...	1	62	71	1	...	1	1,18
56	99	...	...	...	...	...	...	...	...	...	56	99	1	...	1	1,59
6	11	...	...	...	...	...	...	...	...	...	6	11	1	...	1	53
12	17	...	...	...	...	...	...	...	...	...	12	17	1	...	1	65
13	17	...	...	...	...	...	...	...	...	...	13	17	1	...	1	54
16	26	1	1	...	...	...	...	...	...	...	17	27	2	...	2	79
14	25	...	...	...	...	...	...	...	...	...	14	25	2	...	...	88
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	95
12	27	...	...	1	1	1	1	...	...	...	14	29	...	...	5	1,11
10	22	...	...	1	1	...	...	...	...	...	11	23	...	...	1	89
13	26	...	...	...	...	...	...	...	...	...	13	26	...	...	1	1,03
18	39	...	...	...	1	1	...	...	...	...	19	40	...	...	1	1,43

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·35 ton.
A head of sheep, goat, etc. ... = 0·02 ton.
An elephant ... ... = 2·50 tons.

† Information not available.

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Kalighat-Falta.	1917-18	1	...	1,0	1	10,0	3	306,1	69	4,1	1	321,3	74	4	78
	1918-19	1	...	3,2	1	23,4	7	620,0	1,46	...	...	646,7	1,54	5	1,59
	1919-20	2	...	3,6	2	30,0	10	682,8	1,62	13,3	2	729,9	1,76	5	1,81
Kolar District.	1915-16	1	...	1,2	1	...	...	169,6	29	1,7	...	172,6	30	1	31
	1916-17*	5	1	4,1	3	...	...	466,2	1,23	5,8	...	476,6	1,27	4	1,31
	1917-18*	7	1	4,3	5	...	...	567,7	1,72	8	...	573,5	1,78	8	1,86
	1918-19*	7	2	6,3	7	...	...	682,8	2,17	5,5	...	695,3	2,26	10	2,36
	1919-20*	7	2	6,6	8	...	...	739,8	2,43	5,4	...	752,5	2,53	10	2,63
Madeya Light.	1915-16 to 1919-20	†	†	†	†	†	†	†	†	†	†	†	†	†	†
Morappur-Hosur and Tirupattur-Krishnagiri.	1915-16	‡	3	‡	...	...	...	‡	1,45	‡	1	‡	1,49	8	1,57
	1916-17	‡	4	‡	...	...	...	‡	1,62	‡	...	‡	1,66	7	1,73
	1917-18	‡	3	‡	...	...	...	‡	1,64	‡	1	‡	1,68	10	1,78
	1918-19	‡	4	‡	...	...	...	‡	1,80	‡	1	‡	1,85	9	1,94
	1919-20	‡	5	‡	...	...	...	‡	2,14	‡	1	‡	2,20	11	2,31
Mourbhanj State.	1915-16	1	...	3	1	2,5	2	63,7	20	...	...	66,6	23	2	25
	1916-17	2	...	4	1	3,2	2	66,4	21	...	...	70,2	24	3	27
	1917-18	1	...	3	1	2,0	1	49,4	19	...	...	51,8	21	3	24
	1918-19	1	1	3	1	2,1	1	52,9	20	...	...	55,4	23	2	25
	1919-20	1	...	3	1	3,0	2	64,5	24	...	...	67,9	27	3	30
Nadiad-Kapadvanj.	1915-16	...	...	1,0	1	...	...	248,3	86	...	...	249,3	87	6	93
	1916-17	...	...	1,0	1	...	...	273,0	97	...	...	274,0	98	7	1,05
	1917-18	...	...	9	2	...	...	295,7	1,00	...	...	296,6	1,02	8	1,10
	1918-19	...	...	1,4	3	...	...	376,8	1,28	...	...	378,2	1,31	8	1,39
	1919-20	...	...	1,5	3	...	...	437,1	1,48	...	...	438,6	1,51	10	1,61
Parlakimedi Light.	1915-16	1	...	3	...	2,1	1	119,9	29	...	...	122,4	30	2	32
	1916-17	2	1	4	...	2,8	1	158,2	36	...	...	161,6	38	2	40
	1917-18	1	...	3	1	2,2	1	134,6	37	...	...	137,2	39	3	42
	1918-19	1	1	4	1	2,3	1	142,2	39	...	...	145,0	42	2	44
	1919-20	2	...	4	1	2,5	1	167,3	48	...	...	170,4	50	3	53

* Includes the Bangalore Chik Ballapur Light railway.
† Information not available.
‡ Included with the South Indian railway (3' 3⅜" gauge).

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	1	89
20	27	...	...	...	...	...	...	...	...	...	20	27	...	...	3	1,89
25	33	...	...	...	...	...	...	...	...	2	25	35	...	...	4	2,20
7	7	...	...	...	...	4	2	...	...	...	11	9	...	...	3	48
24	40	...	...	...	...	3	2	...	...	...	27	42	1	...	3	1,77
30	63	...	...	...	...	5	4	...	...	1	35	68	1	...	6	2,61
23	58	...	...	...	...	4	4	...	...	1	27	63	1	...	2	3,02
27	76	...	...	...	...	3	2	...	...	...	30	8	1	...	5	3,47
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
‡	64	...	...	...	...	‡	1	...	...	...	‡	65	...	...	1	2,23
‡	70	...	...	...	...	‡	1	...	...	2	‡	73	...	...	3	2,49
‡	64	...	...	...	...	‡	1	...	...	1	‡	66	...	...	—29	2,73
‡	74	...	...	...	...	‡	...	...	...	1	‡	76	...	...	—26	2,44
‡	79	...	...	...	...	‡	2	...	2	1	‡	84	1	...	1	3,17
13	22	...	...	...	...	...	1	...	...	...	13	23	...	...	...	48
14	24	...	...	...	...	...	1	...	...	...	14	25	...	...	...	52
15	28	...	...	...	...	...	...	...	...	...	15	28	...	...	...	52
10	20	...	...	...	...	1	1	...	...	...	11	21	...	...	...	46
18	35	...	...	...	...	...	...	...	...	...	18	35	...	...	...	65
20	40	...	...	...	...	...	...	...	...	...	20	40	...	...	1	1,34
18	37	...	...	1	1	...	...	...	...	...	19	38	...	...	1	1,44
23	46	...	...	...	1	...	...	...	...	...	23	47	...	...	1	1,58
37	64	...	...	1	1	...	...	...	...	...	38	65	...	...	1	2,05
29	56	...	...	1	...	...	...	...	...	2	30	58	...	...	4	2,23
9	8	...	...	...	...	1	1	...	...	...	10	9	...	...	...	41
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	49
12	10	...	...	...	...	1	2	...	...	...	13	12	...	...	...	54
10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	53
9	1	...	...	...	...	1	2	...	...	...	10	16	...	...	...	69

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse =0·25 ton.
A head of sheep, goat, etc. ... =0·025 ton.
An elephant ... ... =2·50 tons.

† Information not available.

‡ Included with the South Indian railway (3′ 3⅜″ gauge).

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE. —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Powayan Light.	1915-16	1	...	3,7	2	...	...	414,7	62	...	...	418,5	64	2	66
	1916-17	1	...	3,2	2	1	...	416,3	63	...	...	419,7	65	2	67
	1917-18	1	...	3,1	2	2	...	400,8	65	...	...	404,2	67	2	69
	1918-19	1	...	6	1	...	...	89,4	17	...	...	90,0	18	...	18
	1919-20	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Shahdara (Delhi)-Saharanpur. Light.	1915-16	6	1	...	*	16,4	10	1,022,3	3,38	...	...	1,039,3	3,49	10	3,59
	1916-17	6	2	1	...	18,3	11	1,092,2	3,69	...	...	1,111,2	3,82	12	3,94
	1917-18	8	2	...	...	17,4	11	1,080,2	3,59	...	...	1,098,4	3,72	16	3,88
	1918-19	7	2	1	...	18,8	13	1,055,7	4,03	...	...	1,075,3	4,18	15	4,33
	1919-20	1,0	3	2	...	20,9	17	929,1	4,34	...	...	951,2	4,54	19	4,73
Tezpore-Balipara Light.	1915-16	1,2	1	...	...	7,4	2	189,2	41	18,6	2	216,4	46	7	53
	1916-17	1,2	2	...	...	7,2	2	159,2	38	19,7	2	187,3	44		51
	1917-18	1,0	1	...	...	6,8	2	167,5	40	19,6	2	194,9	45	7	52
	1918-19	9	1	...	...	8,0	2	186,0	44	19,0	2	214,5	49	8	57
	1919-20	7	1	...	...	9,4	3	192,7	45	19,6	2	222,4	51	7	58
2' 0" Gauge.															
Darjeeling Himalayan.	1915-16	7,1	80	27,8	1,10	...	...	348,3	2,66	...	...	383,2	4,56	1,36	5,92
	1916-17	7,7	91	33,5	1,37	...	...	623,3	3,90	1	1	664,6	6,18	1,54	7,72
	1917-18	8,7	1,20	30,1	1,33	...	...	514,7	3,97	3	1	553,8	6,51	1,74	8,25
	1918-19	10,7	1,50	33,3	1,54	...	...	513,2	4,28	3	1	562,5	7,33	1,86	9,19
	1919-20	10,0	1,37	34,7	1,42	...	...	578,4	4,46	3	1	623,4	7,26	1,79	9,05
Gwalior Light.	1915-16	9	6	6,5	13	...	...	371,1	2,13	...	...	378,5	2,32	22	2,54
	1916-17	4	3	5,8	10	...	...	428,6	2,35	...	...	434,8	2,48	21	2,69
	1917-18	9	6	6,2	15	...	...	391,3	2,43	...	...	398,4	2,64	27	2,91
	1918-19	1,2	8	7,8	21	...	...	462,7	3,02	...	...	471,7	3,31	25	3,56
	1919-20	1,4	10	8,6	24	...	...	497,4	3,25	...	...	507,4	3,59	41	4,00
Howrah-Amta Light.	1915-16	6	1	13,2	3	110,5	27	1,595,8	4,67	365,2	25	2,085,3	5,23	18	5,41
	1916-17	6	1	13,8	3	113,2	28	1,606,2	4,71	393,5	26	2,127,3	5,29	15	5,44
	1917-18	3,5	3	1,7	1	69,5	23	1,566,9	4,66	308,4	25	1,950,0	5,18	17	5,35
	1918-19	7,1	4	...	...	86,1	27	1,675,0	4,96	325,0	27	2,093,2	5,54	21	5,75
	1919-20	8,6	6	...	...	104,9	33	1,830,4	5,35	381,7	34	2,325,6	6,08	26	6,34
Howrah-Sheakhala Light.	1915-16	2	...	1,2	1	38,2	8	507,8	99	376,7	31	938,1	1,39	4	1,43
	1916-17	1	...	1,0	...	40,6	7	508,1	99	454,6	35	1,004,4	1,41	3	1,44
	1917-18	6	1	3	...	23,5	5	497,9	98	367,7	35	899,0	1,39	4	1,43
	1918-19	1,1	1	...	...	31,0	7	534,3	1,05	447,7	41	1,014,1	1,54	4	1,58
	1919-20	1,3	1	...	...	23,0	5	490,0	1,11	391,5	31	905,8	1,48		1,52

* Temporarily Dismantled.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
28	30	...	...	...	...	...	...	...	...	...	28	30	...	...	...	96
34	34	...	...	...	...	...	...	...	...	...	34	34	...	...	...	1,01
29	33	...	...	...	...	...	...	...	...	...	29	33	...	...	...	1,02
7	8	...	...	...	...	...	...	...	...	...	7	8	...	...	...	26
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
71	1,86	...	...	1	2	1	1	...	...	...	73	1,89	...	...	1	5,49
99	2,69	...	...	2	2	...	...	...	...	1	101	2,72	...	...	3	6,69
119	3,20	...	...	1	2	1	1	...	...	2	121	3,25	...	...	3	7,15
123	3,56	...	...	...	...	...	...	...	...	2	123	3,58	...	...	3	7,94
101	2,68	...	...	2	2	...	...	...	...	3	103	2,73	...	...	11	7,37
13	54	...	...	10	27	...	...	...	...	2	23	83	2	...	4	1,42
13	53	...	...	14	36	...	...	...	...	2	27	91	2	...	4	1,48
10	46	...	...	9	25	...	...	...	...	3	19	74	2	...	5	1,33
12	53	...	...	11	28	...	...	...	...	3	23	84	2	...	12	1,55
12	55	...	...	14	37	...	...	...	...	4	26	96	2	...	10	1,66
66	6,58	...	5	4	37	14	44	1	3	2	85	7,49	4	...	7	13,53
91	7,29	...	4	9	52	23	59	...	3	1	123	8,48	4	...	9	16,33
88	7,32	...	3	5	41	23	39	...	1	7	116	8,23	4	...	7	16,59
103	7,72	...	3	7	48	28	36	...	3	4	138	8,66	6	...	13	18,04
113	8,74	...	3	5	36	19	27	...	1	4	137	9,45	4	...	22	18,76
101	3,13	...	...	3	5	1	1	...	...	2	105	3,21	4	...	6	5,85
81	2,75	...	...	2	4	2	3	...	...	1	85	2,83	6	..	5	5,63
88	3,37	...	...	3	3	3	4	...	...	8	94	3,52	7	...	8	6,58
87	3,91	...	...	2	2	4	6	...	...	4	92	4,03	8	...	6	7,73
81	3,08	...	...	1	1	3	6	...	...	4	85	3,19	9	...	9	7,87
39	74	...	...	...	...	...	...	...	...	...	39	74	...	...	2	6,17
39	60	...	...	...	...	...	...	...	...	...	39	60	...	...	3	6,07
39	63	...	...	...	...	...	...	...	...	...	39	63	...	...	4	6,02
44	76	...	...	...	...	...	...	...	...	...	44	76	1	...	3	6,55
47	80	...	...	...	...	...	...	...	...	...	47	80	1	...	3	7,18
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,61
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,75
15	19	...	...	...	...	...	...	...	...	...	15	19	...	...	1	1,72

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0.025 ton.
An elephant ... ... = 2·50 tons.

† Temporarily dismantled.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2'0" GAUGE —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Jagadhri Light.	1915-16	...	...	3	...	...	...	137,6	1	...	...	137,9	13	1	14
	1916-17	2	...	...	...	1,7	...	83,8	8	...	...	85,7	8	2	10
	1917-18	1	...	...	...	2,7	1	97,1	9	...	...	99,9	10	1	11
	1918-19	3	...	...	...	2,8	1	90,0	8	...	...	93,1	9	3	12
	1919-20	3	...	...	...	5,4	1	125,7	12	...	...	131,4	13	4	17
Jorhat (Provincial).	1915-16	...	...	...	...	...	...	207,3	35	...	...	207,3	35	...	35
	1916-17	...	...	...	...	...	...	220,5	39	...	...	220,5	39	...	39
	1917-18	...	...	...	...	...	...	200,1	36	...	...	200,1	36	...	36
	1918-19	...	...	...	...	...	...	209,1	35	...	...	209,1	35	...	35
	1919-20	...	...	...	...	...	...	216,8	40	...	...	216,8	40	...	40
Kulasekarapatnam Light.	1915-16	...	...	...	...	...	...	64,0	9	...	...	64,0	9	...	9
	1916-17	...	...	...	...	...	...	78,0	11	...	...	78,0	11	...	11
	1917-18	...	...	...	...	...	...	66,2	10	...	...	66,2	10	...	10
	1918-19	...	...	...	...	...	...	55,7	13	...	...	55,7	13	...	13
	1919-20	...	...	...	...	...	...	89,7	24	...	...	89,7	24	...	24
Pipar-Bilara Light.	1915-16	...	...	3	...	...	...	74,2	18	...	...	74,5	18	2	20
	1916-17	...	...	3	...	...	...	73,4	18	...	...	73,7	18	1	19
	1917-18	...	...	2	...	...	...	39,1	10	...	...	39,3	10	1	11
	1918-19	...	...	4	...	...	...	77,3	24	...	...	77,7	24	1	25
	1919-20	...	...	6	1	...	...	106,8	29	...	...	107,4	30	1	31
Tarikere-Narasimharajapura.	1915-16	...	...	...	...	...	...	7,4	3	...	...	7,4	3	...	3
	1916-17	...	...	...	...	...	...	3,2	1	...	...	3,2	1	...	1
	1917-18	...	...	6	1	...	...	21,6	13	...	...	22,2	14	...	14
	1918-19	...	...	1,3	2	...	...	26,9	16	...	...	28,2	18	...	18
	1919-20	...	...	1,1	2	...	...	27,4	16	...	...	28,5	18	1	19
TOTAL OF ALL RAILWAYS.	1915-16	728,7	58,76	3,791,1	1,01,41	13,648,1	1,12,82	413,254,0	18,04,85	32,959,0	20,73	464,380,9	20,98,57	3,20,21	24,14,00
	1916-17	822,6	72,26	4,607,1	1,30,01	14,348,8	1,22,41	431,456,2	19,61,59	34,796,2	21,92	486,030,9	23,08,19	4,03,14	27,05,95
	1917-18	882,6	95,25	4,216,1	1,43,30	7,719,4	1,15,73	381,016,7	21,44,51	36,433,9	24,36	430,268,7	25,23,15	4,99,39	30,17,05
	1918-19	1,048,6	1,11,69	5,118,6	1,72,66	8,721,6	1,42,88	404,387,6	24,42,81	40,456,0	27,74	459,732,4	28,97,78	5,28,87	34,20,16
	1919-20	1,168,2	1,28,80	6,439,1	2,17,94	10,200,6	1,69,68	460,305,8	27,68,94	41,973,7	30,96	520,027,4	33,16,29	5,97,67	39,06,93

DIX 6—*concld.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. (In thousands.]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	23
11	7	...	...	...	...	...	...	...	...	...	11	7	...	...	...	17
10	8	...	...	...	...	...	...	...	...	...	10	8	...	...	...	19
8	5	...	...	...	...	...	...	...	...	...	8	5	...	...	1	18
7	8	...	...	...	...	...	...	...	...	...	7	8	...	...	...	25
30	1,15	...	...	...	...	...	...	...	...	...	30	1,15	1	...	6	1,57
33	1,21	...	...	...	...	...	...	...	...	...	33	1,21	1	1	8	1,65
28	1,01	...	...	...	...	...	...	...	...	...	28	1,01	1	...	4	1,42
20	73	...	...	...	...	...	...	...	...	...	20	73	1	...	4	1,13
21	82	...	...	...	...	...	...	...	...	...	21	82	1	...	8	1,26
9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	...	18
23	68	...	...	1	1	...	...	...	...	...	24	69	...	...	...	80
23	22	...	...	2	...	1	...	...	...	...	26	22	...	...	...	32
23	29	...	...	1	...	...	...	...	...	...	24	29	...	...	...	42
17	26	...	...	1	...	...	...	...	...	...	18	26	...	...	...	50
8	14	...	...	...	...	...	...	...	...	...	8	14	...	...	...	34
5	7	...	...	...	...	...	...	...	...	...		7	...	...	...	26
5	9	...	...	...	...	...	...	...	...	...	5	9	...	...	...	20
4	5	...	...	...	...	...	...	...	...	...	4	5	...	...	...	30
4	8	...	...	1	...	...	...	...	...	...	5	8	...	...	...	39
2	4	...	...	...	...	1	...	...	...	...	3	4	...	...	1	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	...	...	1	1	...	...	...	1	3	...	...	...	17
1	7	...	...	...	...	2	2	...	...	...	3	9	...	...	1	23
2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	1	26
44,660	29,23,35	415	40,53	19,061	6,29,36	18,105	2,25,42	258	42,25	22,90	82,499	38,75,79	9,51	22,47	1,43,32	†64,66,04
44,357	29,69,29	778	71,54	22,392	7,97,91	18,442	2,45,40	273	40,00	29,38	86,242	41,43,00	10,89	22,34	1,86,24	70,68,42
43,933	31,41,78	1,666	1,45,84	21,822	8,26,04	17,823	2,74,46	228	36,11	37,44	85,472	44,49,54	12,67	19,36	2,37,77	77,36,39
47,207	34,89,96	2,468	1,95,71	23,255	8,79,58	17,953	2,88,24	278	43,31	35,44	91,161	49,13,89	17,18	22,20	2,55,25	86,23,68
45,767	34,42,21	1,563	1,34,64	21,388	7,89,49	18,623	2,74,09	269	51,84	32,94	87,630	47,11,60	18,01	27,49	2,47,94	‡89,15,32

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

† Includes figures for the Jessore-Jhenidah railway for which detailed information is not available.

‡ Includes figures for the Aden railway for which detailed information is not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur (including 2′ 6″ gauge branches)	1915-16	46,38	10·45	71,02	16·01	21,09	4·75	35,38	7·97
	1916-17	44,18	8·62	77,29	15·09	28,48	5·56	38,83	7·58
	1917-18	43,68	7·75	84,63	15·01	38,04	6·75	39,19	6·95
	1918-19	49,05	7·90	97,12	15·64	53,27	8·58	44,88	7·23
	1919-20	67,18	10·22	1,09,91	16·70	74,43	11·32	56,25	8·56
Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).	1915-16	49,99	12·26	71,44	17·52	16,98	4·17	27,69	6·79
	1916-17	26,46	6·16	73,32	17·06	18,81	4·38	28,05	6·67
	1917-18	33,22	6·77	87,73	17·90	22,95	4·68	32,21	6·57
	1918-19	35,45	6·22	1,04,93	18·39	30,17	5 29	39,33	6·89
	1919-20	41,62	7·19	1,22,23	21·12	34,20	5·91	49,81	8·61
Eastern Bengal	1915-16	31,03	14·42	29,53	13·72	9,12	4·24	33,36	15·51
	1916-17	24,68	11·09	28,01	12·59	11,49	5·16	34,35	15·43
	1917-18	29,19	14·00	27,52	13·21	10,63	5·10	33,64	16·14
	1918-19	27,88	11·80	32,12	13·61	13,78	5·84	37,42	15·85
	1919-20	40,13	14·53	38,91	14·10	48,15	17·45	46,56	16·87
East Indian	1915-16	87,01	8·03	1,34,57	12·42	44,32	4·09	97,17	8·96
	1916-17	82,85	7·23	1,33,09	11·62	43,38	3·79	1,00,65	8·79
	1917-18	84,54	6·92	1,39,00	11·38	38,94	3·19	1,00,08	8·19
	1918-19	86,46	6·21	1,66,24	11·94	46,80	3·36	1,13,27	8·13
	1919-20	1,15,65	8·50	1,88,44	13·85	89,00	6·54	1,28,75	9·46
Great Indian Peninsula (including 2′ 6″ gauge lines worked).	1915-16	1,11,77	11·51	2,38,00	24·51	44,81	4·62	79,22	8·16
	1916-17	93,89	8·96	2,56,50	24·48	38,63	3·69	81,56	7·79
	1917-18	1,02,98	9·06	2,75,10	24·22	45,86	4·04	91,56	8 06
	1918-19	1,21,60	9·39	3,26,04	25·17	71,28	5·50	1,04,81	8·10
	1919-20*	1,32,69	9·74	3,50,22	25·70	1,08,26	7·94	1,20.46	8·84
Madras and Southern Mahratta	1915-16	27,84	10·71	55,34	21·28	12,85	4·94	16,17	6·22
	1916-17	22,99	7·64	63,64	21·15	16,59	5·51	17,01	5·65
	1917-18	22,07	6·57	62,59	18·64	18.32	5 45	17,80	5·30
	1918-19	21,60	6·14	67,53	19·20	22,57	6·42	19,08	5·43
	1919-20	35,38	9·56	75,42	20·38	29,84	8·06	20,52	5·54
Nizam's Guaranteed State	1915-16	15,33	22·06	7,95	11·44	3,52	5·07	4,14	5·96
	1916-17	5,40	7·61	10,89	15·35	1,94	2·74	4,13	5·82
	1917-18	5,32	6·86	9,19	11·86	3,46	4·46	4,30	5·56
	1918-19	14,65	17·57	11,45	13·74	3,32	3·98	5,05	6·07
	1919-20	5,49	6·09	10,11	11·22	2,97	3·29	5,69	6·31

*Excludes the Matheran Light railway for which information is not available.

DIX 7.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
21,36	4·81	4,33	0·98	17,92	4·04	2,17,48	49·01	1915-16	Bengal-Nagpur (including 2′ 6″ gauge branches).
21,79	4·25	4,72	0·92	31,07	6·07	2,46,36	48·09	1916-17	
23,05	4·08	4,93	0·87	29,08	5·16	2,62,60	46·57	1917-18	
25,13	4·05	4,76	0·77	33,49	5·39	3,07,70	49·56	1918-19	
29,74	4·53	6,45	0·98	40,99	6·23	3,84,96	58·54	1919-20	
14,69	3·60	...	...	13,33	3·27	1,94,12	47·61	1915-16	Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).
14,75	3·43	...	...	16,79	3·90	1,78,78	41·60	1916-17	
15,87	3·24	...	...	21,59	4·40	2,13,57	43·56	1917-18	
17,61	3·09	...	...	21,78	3·82	2,49,27	43·70	1918-19	
20,15	3·48	...	...	41,39	7·16	3,09,40	53·47	1919-20	
11,19	5·29	...	...	7,76	3·61	1,21,99	56·70	1915-16	Eastern Bengal.
12,55	5·64	...	...	6,70	3·01	1,17,78	52·92	1916-17	
13,05	6·26	...	...	7,51	3·60	1,21,54	58·31	1917-18	
14,94	6·30	...	...	9,00	3·82	1,35,14	57·22	1918-19	
17,68	6·41	...	...	10,70	3·88	2,02,13	73·24	1919-20	
35,80	3·30	1,72	0·16	22,18	2·05	4,22,77	39·01	1915-16	East Indian.
36,34	3·17	—24	— 0·02	25,59	2·23	4,21,66	36·81	1916-17	
38,07	3·11	—11	— 0·01	25,57	2·09	4,26,09	34·87	1917-18	
41,79	3·00	—1	...	33,03	2·37	4,87,58	35·01	1918-19	
47,80	3·51	5	...	41,76	3·07	6,11,45	44·93	1919-20	
33,32	3·43	...	...	46,69	4·81	5,56,13	56·97	1915-16	Great Indian Peninsula (including 2 6″ gauge lines worked).
37,69	3·59	...	...	54,68	5·23	5,65,99	53·69	1916-17	
39,10	3·43	...	...	51,08	4·50	6,09,19	53·27	1917-18	
47,26	3·64	...	...	65,11	5·03	7,41,00	57·22	1918-19	
53,21	3·90	...	...	87,68	6·43	*8,59,92	62·34	1919-20	
10,61	4·08	...	...	10,12	3·89	1,32,93	51·12	1915-16	Madras and Southern Mahratta.
11,27	3·74	...	...	17,32	5·76	1,48,82	49·45	1916-17	
11,49	3·42	...	...	18,61	5·54	1,50,88	44·92	1917-18	
11,70	3·33	...	...	19,82	5·63	1,62,30	46·15	1918-19	
13,36	3·61	...	...	28,36	7·67	2,02,88	54·82	1919-20	
3,30	4·75	...	...	3,35	4·82	37,59	54·10	1915-16	Nizam's Guaranteed State.
3,57	5·03	...	...	4,31	6·08	30,24	42·63	1916-17	
4,13	5·33	...	...	14,47	18·68	40,87	52·75	1917-18	
4,26	5·11	...	...	12,26	14·71	50,99	61·18	1918-19	
4,74	5·25	...	...	23,55	26·12	52,55	58·28	1919-20	

* Includes Rs. 5,71,000 for the Central Provinces, Rs. 94,000 for the Dhond-Baramati and Rs. 75,000 for the Pachora-Jamner railways for which detailed figures are not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—*concld.*									
North Western—									
Commercial section (including 2' 6" gauge lines)	1915-16	1,19,99	13·49	1,77,20	19·93	37,40	4·21	87,10	9·80
	1916-17	1,15,69	11·33	1,70,59	16·71	35,32	3·46	86,51	8·47
	1917-18	88,39	7·04	2,06,11	16·42	41,36	3·30	93,47	7·45
	1918-19	1,20,26	9·38	2,41,29	18·81	63,23	4·93	1,17,54	9·16
	1919-20	1,30,08	10·59	2,74,17	22·31	72,11	5·87	1,37,80	11·21
Military section (including 2' 6" gauge lines) ...	1915-16	18,57	24·00	27,95	36·12	4,94	6·38	10,16	13·13
	1916-17	18,82	22·02	30,26	35·41	3,83	4·48	10,39	12·16
	1917-18	21,29	20·42	36,17	34·70	4,26	4·09	11,02	10·57
	1918-19	22,37	17·82	55,18	43·97	7,40	5·90	15,90	12·67
	1919-20	27,95	18·74	84,39	56·54	10,02	6·72	22,60	15·16
Total Commercial and Military sections (North Western).	1915-16	1,38,56	14·33	2,05,15	21·22	42,34	4·38	97,26	10·06
	1916-17	1,34,51	12·16	2,00,85	18·15	39,15	3·54	96,90	8·76
	1917-18	1,09,68	8·07	2,42,28	17·82	45,62	3·36	1,04,49	7·69
	1918-19	1,42,63	10·13	2,96,47	21·06	70,63	5·02	1,33,44	9·48
	1919-20	1,58,03	11·47	3,58,47	26·02	82,13	5·96	1,60,40	11·64
Oudh and Rohilkhand	1915-16	26,32	11·51	36,04	15·76	12,11	5·30	23,14	10·12
	1916-17	27,73	10·32	34,82	12·95	14,75	5·49	22,16	8·24
	1917-18	21,51	7·40	36,59	12·57	13,62	4·69	23,44	8·06
	1918-19	29,15	8·67	41,70	12·41	17,55	5·22	27,97	8·32
	1919-20	47,10	14·58	49,53	15·33	26,62	8·24	36,71	11·36
South Indian	1915-16	*	*	*	*	*	*	*	*
	1916-17	*	*	*	*	*	*	*	*
	1917-18	*	*	*	*	*	*	*	*
	1918-19	*	*	*	*	*	*	*	*
	1919-20	*	*	*	*	*	*	*	*
3' 3⅜" GAUGE.									
Aden	1919-20	†	†		†	†	†	†	†
Assam-Bengal	1915-16	15,15	22·45	12,13	17·98	3,20	4·75	10,68	15·83
	1916-17	15,36	22·79	11,60	17·22	4,41	6·54	11,26	16·72
	1917-18	15,93	20·75	13,07	17·03	4,68	6·10	10,89	14·18
	1918-19	19,91	22·91	13,66	15·71	5,25	6·04	12,67	1·57
	1919-20	24,67	21·91	17,92	15·91	9,50	8·43	16,52	14·66
Bengal and North-Western	1915-16	19,75	9·49	23,21	11·15	6,02	2·89	13,64	6·56
	1916-17	24,58	10·54	25,17	10·79	7,54	2·23	13,01	5·58
	1917-18	23,87	10·27	26,75	11·51	13,48	5·80	13,97	6·01
	1918-19	27,46	10·66	26,84	10·42	14,14	5·49	16,88	6·55
	1919-20	22,59	8·92	28,31	11·18	16,87	6·65	21,90	8·65

* Included with the South Indian railway (3' 3⅜" gauge).
† Information not available.

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE—*contd.*
									North Western—
32,76	3·68	83	0·09	20,73	2·33	4,76,01	53·53	1915-16	Commercial section (including 2′ 6″ gauge lines).
31,04	3·05	28	0·03	25,48	2·50	4,64,91	45·54	1916-17	
33,38	2·66	53	0·04	52,27	4·16	5,15,51	41·07	1917-18	
39,16	3·05	57	0·04	57,30	4·46	6,39,35	49·86	1918-19	
43,16	3·51	1,71	0·14	49,23	4·01	7,08,26	57·64	1919-20	
5,43	7·02	...	...	2,07	2·68	69,12	89·33	1915-16	Military section (including 2′ 6″ gauge lines).
5,11	5·98	...	...	2,30	2·69	70,71	82·74	1916-17	
4,73	4·54	...	...	2,26	2·17	79,73	76·49	1917-18	
5,51	4·39	...	...	3,97	3·16	1,10,33	87·92	1918-19	
8,12	5·45	...	...	5,61	3·76	1,58,60	106·37	1919-20	
38,19	3·95	83	0·09	22,80	2·36	5,45,13	56·39	1915-16	Total Commercial and Military sections (North Western).
36,15	3·27	28	0·03	27,78	2·50	5,35,62	48·41	1916-17	
38,11	2·80	53	0·04	54,53	4·01	5,95,24	43·79	1917-18	
44,67	3·17	57	0·04	61,27	4·35	7,49,68	53·25	1918-19	
51,28	3·72	1,71	0·12	54,84	3·98	8,66,86	62·91	1919-20	
10,78	4·71	...	...	5,23	2·29	1,13,62	49·69	1915-16	Oudh and Rohilkhand.
10,63	3·96	...	...	5,46	2·03	1,15,55	42·99	1916-17	
10,78	3·71	...	...	5,57	1·92	1,11,51	38·35	1917-18	
11,81	3·51	...	...	10,84	3·22	1,39,02	41·35	1918-19	
13,22	4·10	...	...	8,77	2·71	1,81,95	56·32	1919-20	
*	*	...	...	*	*	39,90	46·99	1915-16	South Indian.
*	*	...	...	*	*	48,73	49·61	1916-17	
*	*	...	...	*	*	45,27	41·09	1917-18	
*	*	...	...	*	*	47,98	41·86	1918-19	
*	*	...	...	*	*	68,38	54·02	1919-20	
									3′ 3¾″ GAUGE.
†	†	†	†	†	†	4,33	129·33	1919-20	Aden.
7,11	10·53	68	1·00	3,62	5·37	52,57	77·91	1915-16	Assam-Bengal.
6,50	9·65	93	1·37	2,53	3·75	52,59	78·04	1916-17	
7,86	10·23	1,12	1·46	3,43	4·47	56,98	74·22	1917-18	
8,62	9·91	94	1·07	5,22	6·01	66,27	76·23	1918-19	
10,18	9·05	3,14	2·79	6,78	6·03	88,71	78·78	1919-20	
8,03	3·86	4,55	2·19	3,19	1·53	78,39	37·67	1915-16	Bengal and North-Western.
8,20	3·52	5,05	2·17	2,71	1·16	86,26	36·99	1916-17	
8,37	3·60	4,17	1·79	3,20	1·38	93,81	40·36	1917-18	
9,03	3·50	4,96	1·93	3,42	1·32	1,02,73	39·87	1918-19	
10,23	4·04	5,51	2·17	5,68	2·24	1,11,09	43·85	1919-20	

*Included with the South Indian railway (3′ 3¾″ gauge).
†Detailed figures are not available.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*contd.*									
Bengal Dooars	1915-16	2,42	14·74	1,33	8·10	34	2·07	1,00	6·09
	1916-17	2,89	16·33	1,41	7·97	42	2·37	1,11	6·27
	1917-18	2,84	16·61	1,13	6·64	44	2·56	1,15	6·71
	1918-19	2,76	15·11	1,54	8·44	42	2·29	1,28	6·97
	1919-20	3,23	17·87	1,78	9·83	53	2·93	1,42	7·82
Bhavnagar State	1915-16	1,46	8·88	2,46	14·95	56	3·40	1,65	10·03
	1916-17	2,53	14·39	2,30	13·08	47	2·70	1,72	9·75
	1917-18	1,42	7·44	2,39	12·47	44	2·31	1,82	9·54
	1918-19	2,15	7·81	3,24	11·78	62	2·24	2,24	8·15
	1919-20*	2,29	8·80	3,45	13·26	80	3·07	2,60	9·99
Bombay, Baroda and Central India ...	1915-16	32,36	9·56	65,77	19·43	13,94	4·12	27,23	8·05
	1916-17	27,27	7·55	67,01	18·56	17,40	4·82	27,40	7·59
	1917-18	29,87	8·08	70,10	18·95	15,58	4·21	28,99	7·83
	1918-19	33,03	7·25	88,41	19·40	22,49	4·93	35,84	7·87
	1919-20†	53,71	11·87	93,81	20·74	36,05	7·97	40,91	9·05
Burma	1915-16	32,29	14·62	41,02	18·58	14,42	6·53	19,01	8·60
	1916-17	33,54	13·56	41,78	16·90	11,05	4·47	19,16	7·75
	1917-18	37,78	15·25	41,87	16·90	10,23	4·13	20,33	8·21
	1918-19	40,00	13·63	57,61	19·62	12,57	4·28	22,81	7·77
	1919-20	49,04	14·89	66,95	20·31	15,13	4·60	26,82	8·15
Dibru-Sadiya	1915-16	2,51	16·52	2,75	18·14	1,43	9·41	1,26	8·32
	1916-17	2,35	15·50	2,75	18·14	1,56	10·29	1,35	8·91
	1917-18	2,83	18·41	2,92	19·01	1,64	10·66	1,33	8·66
	1918-19	2,57	17·54	2,69	18·36	1,64	11·19	1,35	9·22
	1919-20	2,71	17·23	3,11	19·77	1,92	12·21	1,66	10·55
Eastern Bengal (including 2′ 6″ lines worked).	1915-16	22,23	15·74	25,19	17·84	8,02	5·68	18,90	13·38
	1916-17	20,49	12·98	24,57	15·57	7,65	4·85	20,39	12·92
	1917-18	20,56	13·64	20,37	13·51	7,56	5·02	19,10	12·66
	1918-19	24,88	15·14	26,30	16·06	8,91	5·42	20,13	12·26
	1919-20	25,61	13·64	29,50	15·70	11,52	6·13	23,97	12·77
Gondal	1915-16	1,39	9·22	2,73	18·15	68	4·53	1,03	6·81
	1916-17	2,12	13·37	2,92	18·38	77	4·82	1,29	8·12
	1917-18	1,90	10·55	3,56	19·79	75	4·19	1,38	7·66
	1918-19	2,63	10·90	5,10	21·14	89	3·71	1,76	7·30
	1919-20	1,83	7·56	4,73	19·48	88	3·64	1,88	7·76
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1915-16	6,57	14·23	7,12	15·43	1,67	3·62	3,98	8·62
	1916-17	5,44	13·10	5,73	13·80	1,60	3·85	4,01	9·66
	1917-18	7,59	16·89	6,35	14·14	1,48	3·29	4,43	9·87
	1918-19	5,97	10·40	8,43	14·66	3,17	5·52	5,04	8·79
	1919-20	7,66	10·69	10,46	14·61	2,76	3·86	6,10	8·51

* Includes the results of the Dhrangadra railway for the 1st-half of 1919-20. Those for the 2nd-half are included with the Bombay, Baroda and Central India railway (3′ 3¾″ gauge)

† Includes the results of the Dhrangadra railway for the 2nd-half of 1919-20. Those for the first-half are included with the Bhavnagar State railway.

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*contd.*
1,18	7·19	14	0·85	45	2·74	6,86	41·78	1915-16	Bengal Dooars.
1,21	6·84	13	0·73	49	2·77	7,66	43·28	1916-17	
1,24	7·28	15	0·87	38	2·24	7,33	42·91	1917-18	
1,36	7·43	14	0·80	45	2·41	7,95	43·45	1918-19	
1,44	7·95	17	0·95	53	2·93	9,10	50·28	1919-20	
1,14	6·93	...	...	64	3·89	7,91	48·08	1915-16	Bhavnagar State.
1,18	6·72	...	...	51	2·89	8,71	49·53	1916-17	
1,24	6·45	...	...	73	3·79	8,04	42·00	1917-18	
1,42	5·18	...	...	1,42	5·16	11,09	40·32	1918-19	
1,72	6·61	...	...	91	3·50	11,77	45·23	1919-20	
14,78	4·37	...	...	6,24	1·84	1,60,32	47·37	1915-16	Bombay, Baroda and Central India.
14,34	3·97	...	...	6,46	1·79	1,59,88	44·28	1916-17	
14,62	3·95	...	...	8,50	2·30	1,67,66	45·32	1917-18	
16,43	3·60	...	...	10,69	2·35	2,06,89	45·40	1918-19	
19,39	4·29	...	...	19,16	4·23	2,63,03	58·15	1919-20	
14,53	6·58	1,85	0·84	6,53	2·96	1,29,65	58 71	1915-16	Burma.
14,47	5·85	1,95	0·79	6,73	2·72	1,28,68	52·04	1916-17	
14,85	6·00	1,70	0·68	6,50	2·62	1,33,26	53·79	1917-18	
15,71	5·35	1,92	0·65	8,26	2·82	1,58,88	54·12	1918-19	
17,11	5·20	2,16	0·66	8,92	2·71	1,86,13	56·52	1919-20	
1,22	8·68	...	...	5	0·35	9,22	60·82	1915-16	Dibru-Sadiya.
1,17	7·72	...	...	4	0·26	9,22	60·82	1916-17	
1,21	7·89	...	...	10	0·35	10,03	64·98	1917-18	
1,24	8·46	...	...	6	0·41	9,55	65·18	1918-19	
1,41	8·96	...	...	5	0·31	10,86	69·03	1919-20	
7,93	5·61	5,46	3·87	4,47	3·16	92,20	65·28	1915-16	Eastern Bengal (including 2′ 6″ gauge lines worked).
7,57	4·79	3,35	2·12	3,17	2·01	87,19	55·24	1916-17	
7,58	5·03	3,92	2·60	2,95	1·96	82,04	54·42	1917-18	
7,91	4·82	4,09	2·48	3,43	2·09	95,65	58·21	1918-19	
8,39	4·47	4,94	2·63	3,93	2·08	1,07,86	57·42	1919-20	
86	5·71	...	...	71	4·71	7,40	49·13	1915 16	Gondal.
90	5·64	...	...	60	3·79	8,60	54·12	1916-17	
94	5·25	...	...	84	4·65	9,37	52·09	1917-18	
1,10	4·54	...	...	1,25	5·20	12,73	52·79	1918-19	
1,10	4·52	...	...	1,23	5·09	11,65	48·05	1919-20	
3,91	8·47	...	...	1,35	2·93	24,60	53·30	1915-16	Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.
3,88	9·34	...	...	1,63	3·93	22,29	53·64	1916-17	
4,21	9·38	...	...	4,51	10·07	28,57	63·64	1917-18	
4,53	7·87	...	...	2,67	4·65	29,81	51·89	1918-19	
4,97	6·94	...	...	5,94	8·30	37,89	52·91	1919-20	

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ Gauge—*contd.*									
Jamnagar	1915-16	72	22·16	40	12·45	7	2·11	25	7·80
	1916-17	71	20·66	62	17·89	6	1·84	24	7·10
	1917-18	64	17·00	68	18·09	8	2·11	25	6·68
	1918-19	56	11·31	73	14·69	22	4·54	30	6·13
	1919-20	43	8·46	88	17·12	29	5·64	33	6·34
Jodhpur-Bikaner	1915-16	8,68	10·72	14,14	17·46	2,48	3·06	5,25	6·48
	1916-17	9,11	11·20	14,86	18·27	2,82	3·47	5,67	6·97
	1917-18	6,91	7·14	15,59	16·11	3,05	3·15	5,86	6·06
	1918-19	9,84	9·08	19,42	17·94	3,85	3·55	7,81	7·22
	1919-20	11,39	11·29	18,76	18·59	5,41	5·35	8,25	8·17
Junagad State	1915-16	91	13·10	1,12	16·12	15	2·15	65	9·27
	1916-17	87	11·57	1,26	16·78	26	3·55	65	8·75
	1917-18	3,53	43·35	1,30	15·99	24	2·96	63	7·72
	1918-19	65	6·48	1,66	16·58	33	3·35	87	8·72
	1919-20	106	10·04	1,76	16·67	38	3·64	96	9·10
Madras and Southern Mahratta ...	1915-16	22,28	10·60	47,77	22·73	12,10	5·76	15,86	7·55
	1916-17	25,52	11·53	48,89	22·10	8,60	3·89	16,25	7·34
	1917-18	18,15	7·73	51,45	21·90	10,24	4·40	16,84	7·17
	1918-19	19,78	7·84	54,88	21·66	12,07	4·78	18,11	7·18
	1919-20*	23,30	8·83	55,53	21·04	12,53	4·75	19,19	7·27
Marvi (including 2′ 6″ gauge section) ...	1915-16	44	5·74	1,04	13·39	26	3·33	44	5·73
	1916-17	31	3·64	1,00	11·52	18	2·03	43	4·93
	1917-18	30	3·02	1,03	10·57	20	2·08	48	4·93
	1918-19	35	2·40	1,73	11·96	25	1·73	70	4·90
	1919-20	37	2·85	2,07	16·05	35	2·70	65	5·06
Mysore-Arsikere	1917-18	1	1·16	12	17·91	3	4·50	16	24·90
	1918-19	66	17·32	1,03	27·03	36	9·45	53	13·91
	1919-20†	1,80	13·42	3,37	25·13	61	4·55	1,16	8·65
Rohilkhand and Kumaon	1915-16	4,83	12·90	5,24	14·00	1,49	3·99	3,25	8·68
	1916-17	4,61	10·75	5,33	12·43	1,62	3·78	3,18	7·41
	1917-18	6,16	12·64	6,34	13·01	2,32	4·75	3,24	6·65
	1918-19	8,34	14·89	8,64	15·42	3,21	5·73	3,64	6·49
	1919-20	7,45	14·16	9,16	17·41	2,89	5·49	4,68	8·89

* Includes the results of the Birur-Shemoga, Mysore-Bangalore and Mysore-Nanjangud railways for the 1st-half of 1919-20. Those for the 2nd half are included with the Mysore-Arsikere railway.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways for the 2nd-half of 1919-20. These for the 1st-half are included with the Madras and Southern Mahratta railway (3′ 3¾″ gauge).

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ Gauge—*contd.*
21	6·57	...	...	12	3·83	1,77	54·92	1915-16	Jamnagar.
23	6·58	...	...	11	3·32	1,97	57·89	1916-17	
24	6·57	...	...	9	2·36	1,98	52·81	1917-18	
27	5·43	...	...	13	2·65	2,21	44·75	1918-19	
30	5·75	...	...	14	2·79	2,37	46·10	1919-20	
3,17	3·92	...	...	3,44	4·25	37,16	45·89	1915-16	Jodhpur-Bikaner.
3,58	4·40	...	...	4,13	5·08	40,17	49·39	1916-17	
3,65	3·77	...	...	5,85	6·05	40,91	42·28	1917-18	
4,62	4·27	...	...	4,72	4·36	50,26	46·42	1918-19	
5,57	5·51	...	...	4,41	4·37	53,79	53·28	1919-20	
52	7·46	...	...	21	3·06	3,56	51·16	1915-16	Junagad State.
58	7·74	...	...	18	2·38	3,80	50·77	1916-17	
53	6·55	...	...	17	2·03	6,40	78·60	1917-18	
63	6·36	...	...	23	2·25	4,37	43·74	1918-19	
84	7·93	...	...	19	1·83	5,19	49·21	1919-20	
11,54	5·49	1,50	0·71	3,91	1·86	1,14,96	54·70	1915-16	Madras and Southern Mahratta.
11,46	5·18	2,24	1·01	5,71	2·58	1,18,67	53·64	1916-17	
11,59	4·93	2,02	0·86	7,27	3·09	1,17,66	50·08	1917-18	
12,15	4·82	2,38	0·10	11,19	4·43	1,30,36	50·81	1918-19	
12,02	4·55	2,24	0·85	17,13	6·49	1,41,94	53·78	1919-20	
36	4·68	...	...	27	3·44	2,31	36·31	1915-16	Morvi (including 2′ 6″ gauge Section).
37	4·23	...	...	16	1·92	2,45	28·26	1916-17	
41	4·20	...	...	20	2·06	2,62	26·86	1917-18	
40	2·79	...	...	75	5·14	4,18	28·92	1918-19	
44	3·43	...	...	97	7·50	4,85	37·59	1919-20	
20	30·09	...	...	8	11·43	60	89·99	1917-18	Mysore-Arsikere.
77	2·21	...	...	27	7·09	3,62	95·01	1918-19	
1,36	10·14	...	...	36	2·69	8,66	64·58	1919-20	
2,61	6·97	...	...	73	1·95	18,15	48·49	1915-16	Rohilkund and Kumaon.
2,59	6·04	...	...	55	1·28	17,88	41·69	1916-17	
2,55	5·24	...	...	90	1·85	21,51	44·14	1917-18	
2,66	4·75	...	...	1,74	3·10	28,23	50·38	1918-19	
3,13	5·94	...	...	1,60	3·04	28,91	54·93	1919-20	

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
3′ 3½″ GAUGE—*concld.*									
South Indian	1915-16	*21,43	*6·59	*70,90	*21·80	*15,87	*4·88	*22,94	*7·05
	1916-17	*25,24	*7·10	*79,16	*22·27	*20,55	*5·78	*28,76	*6·69
	1917-18	*21,60	*5·58	*73,85	*19·08	*15,68	*4·05	*24,68	*6·38
	1918-19	*24,12	*6·13	*78,34	*19·92	*18,16	*4·62	*27,01	*6·87
	1919-20	*44.05	*9·87	*1,00,26	*22·47	*31,36	*7·03	*35,06	*7·86
Udaipur-Chitorgarh	1915-16	49	15·17	57	17·76	14	4·22	27	8·24
	1916-17	50	13·26	60	16·09	17	4·49	29	7·86
	1917-18	38	13·67	50	17·93	9	3·36	27	9·87
	1918-19	59	17·38	59	17·67	11	3·27	26	7·61
	1919-20	67	15·14	65	14·91	15	3·39	26	5·97
2′ 6″ GAUGE.									
Ahmadpur-Katwa	1917-18	13	24·42	12	22·13	1	1·77	17	30·25
	1918-19	23	24·45	24	26·01	3	3·42	24	25·17
	1919-20	18	14·34	21	17·30	5	4·22	28	22·95
Ambaji-Taranga Light	1919-20	†	†	†	†	†	†	†	†
Arakan Light	1918-19	2	29·72	4	46·71	...	1·46	3	30·76
	1919-20	33	71·34	32	67·57	3	6·63	11	23·21
Arrah-Sasaram Light	1915-16	26	13·06	35	17·51	3	1·68	27	13·35
	1916-17	24	10·47	40	17·50	5	2·39	32	14·11
	1917-18	25	10·02	29	11·33	5	2·17	32	12·47
	1918-19	29	11·71	39	15·85	2	0·88	33	13·42
	1919-20	42	15·02	47	16·81	8	3·03	35	12·68
Bangalore-Chik Ballapur Light ...	1915-16	...	0·01	13	24·95	2	3·59	11	20·74
	1916-17	‡	‡	‡	‡	‡	‡	‡	‡
	1917-18	‡	‡	‡	‡	‡	‡	‡	‡
	1918-19	‡	‡	‡	‡	‡	‡	‡	‡
	1919-20	‡	‡	‡	‡	‡	‡	‡	‡
Bankura-Damoodar River	1916-17	5	22·56	4	15·56	1	2·22	7	33·40
	1917-18	22	17·18	33	25·80	2	1·80	33	26·00
	1918-19	32	17·57	42	22·99	7	3·95	36	19·53
	1919-20	28	12·49	49	21·82	8	3·64	34	14·86
Baraset-Basirhat Light	1915-16	59	15·85	58	15·38	17	4·45	65	17·40
	1916-17	70	19·62	54	15·00	8	2·18	66	18·37
	1917-18	63	20·34	50	16·16	8	2·63	62	20·27
	1918-19	42	12·32	62	18·02	9	2·54	53	15·45
	1919-20	53	13·14	64	15·70	11	2·70	70	17·20
Barsi Light	1915-16	70	6·56	1,42	13·27	24	2·28	81	7·57
	1916-17	70	6·25	1,37	12·17	33	2·95	85	7·59
	1917-18	73	8·42	1,25	14·54	23	2·66	74	8·62
	1918-19	69	6·86	1,44	14·31	29	2·76	80	7·95
	1919-20	79	4·98	1,98	12·39	35	2·18	1,07	6·69
Bengal Provincial	1915-16	19	13·74	25	17·62	6	3·84	25	18·00
	1916-17	17	13·48	26	20·59	7	4·97	25	19·42
	1917-18	19	17·26	32	27·46	4	3·32	26	22·73
	1918-19	†	†	†	†	†	†	†	†
	1919-20	21	14·00	35	22·70	5	3·50	32	20·80
Mukhtiarpur-Bihar Light	1915-16	26	11·06	31	13·40	10	4·52	41	17·83
	1916-17	27	16·99	21	13·06	4	2·29	32	20·44
	1917-18	26	13·47	27	13·54	6	3·14	35	17·59
	1918-19	18	11·33	19	12·22	3	1·57	32	20·03
	1919-20	24	13·43	36	20·23	9	5·09	36	20·30

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).
† Information not available.
‡ Included with the Kolar District railway (2′ 6″ gauge).

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*concld.*
*15,50	*4·77	*4,12	*1·27	*11,79	*3·63	1,20,66	50·69	1915-16	South Indian.
*14,99	*4·22	*4,05	*1·14	*11,19	*3·15	1,28,12	50·31	1916-17	
*15,09	*3·90	*5,26	*1·36	*12,61	*3·26	1,21,04	44·17	1917-18	
*16 18	*4·12	*4,45	*1·13	*10,51	*2·67	1,28,08	46·60	1918-19	
*18,67	*4·18	*3,85	*0·86	*12,35	*2·77	1,73,86	54·94	1919-20	
17	5·21	...	...	7	2·19	1,71	52·79	1915-16	Udaipur-Chitorgarh.
18	4·76	...	...	9	2·34	1,83	48·80	1916-17	
16	5·68	...	...	5	1·97	1,45	52·48	1917-18	
15	4·43	...	...	7	2·01	1,77	52·37	1918-19	
18	4·17	...	...	7	1·61	1,98	45·19	1919-20	
									2′ 6″ GAUGE.
12	22·80	...	...	...	0·08	55	101·45	1917-18	Ahmadpur-Katwa.
22	23·09	...	...	22	22·92	1,18	125·06	1918-19	
19	15·39	...	...	—15	...	76	61·91	1919-20	
†	†	†	†	†	†	†	†	1919-20	Ambaji-Taranga Light.
2	20·82	...	...	...	...	11	129·47	1918-19	Arakan Light.
16	34·79	...	...	2	3·51	97	207·05	1919-20	
24	12·28	...	...	2	1·13	1,17	59·01	1915-16	Arrah-Sasaram Light.
22	9·98	...	...	3	1·25	1,26	55·70	1916-17	
23	9·07	...	...	3	1·16	1,17	46·22	1917-18	
24	9·43	...	...	4	1·73	1,31	53·02	1918-19	
26	9·20	...	...	7	2·39	1,65	59·13	1919-20	
8	14·55	...	...	...	1·12	34	64·96	1915-16	Bangalore-Chik Ballapur Light.
‡	‡	‡	‡	‡	‡	‡	‡	1916-17	
‡	‡	‡	‡	‡	‡	‡	‡	1917-18	
‡	‡	‡	‡	‡	‡	‡	‡	1918-19	
‡	‡	‡	‡	‡	‡	‡	‡	1919-20	
3	14·70	...	...	...	0·48	20	88·92	1916-17	Bankura-Damoodar River.
30	23·48	...	...	1	0·32	1,21	94·58	1917-18	
35	19·24	...	...	16	8·75	1,68	92·03	1918-19	
34	14·98	...	...	—9	...	1,44	63·53	1919-20	
18	4·92	...	...	5	1·31	2,22	59·31	1915-16	Baraset-Basirhat Light.
18	5·18	...	...	6	1·72	2,22	62·07	1916-17	
25	8·02	...	...	7	2·48	2,15	69·90	1917-18	
31	8·96	...	...	9	2·66	2,06	59·95	1918-19	
32	7·98	...	...	10	2·39	2,40	59·11	1919-20	
1,25	11·72	...	...	28	2·66	4,70	44·06	1915-16	Barsi Light.
1,27	11·30	...	...	28	2·47	4,80	42·73	1916-17	
1,29	15·01	...	...	22	2·50	4,46	51·75	1917-18	
1,30	12·93	...	...	35	3·43	4,87	48·24	1918-19	
1,40	8·82	...	...	48	3·03	6,07	38·09	1919-20	
19	13·44	...	...	2	1·54	96	68·18	1915-16	Bengal Provincial.
19	14·82	...	...	1	0·76	95	74·04	1916-17	
19	16·60	...	...	...	0·35	1,00	87·72	1917-18	
†	†	†	†	†	†	†	†	1918-19	
20	12·00	...	...	1	1·00	1,14	74·00	1919-20	
10	4·31	...	...	4	1·66	1,22	52·78	1915-16	Bukhtiarpur-Bihar Light.
9	6·04	...	...	2	1·56	95	60·38	1916-17	
15	7·62	...	...	3	1·76	1,12	57·12	1917-18	
21	12·85	...	...	5	3·09	98	61·09	1918-19	
22	11·92	...	...	4	2·30	1,31	73·27	1919-20	

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gaug

† Information not available.

‡ Included with the Kolar District railway (2′ 6″ gauge).

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE—*contd.*									
Burdwan-Katwa	1915-16	...	0·18	7	17·55	1	2·45	9	24·37
	1916-17	39	29·36	25	19·02	4	2·95	35	25·95
	1917-18	27	20·20	25	18·86	2	1·75	24	17·90
	1918-19	25	17·60	31	21·98	5	3·44	22	15·55
	1919-20	23	13·38	27	15·82	5	2·98	20	11·81
Champaner-Shivrajpur-Pani Light	1915-16	13	17·35	18	23·63	2	3·32	10	13·50
	1916-17	14	15·07	20	20·54	3	3·25	16	16·59
	1917-18	16	13·19	27	21·36	4	2·89	21	16·58
	1918-19	26	20·20	30	23·41	5	3·50	20	15·54
	1919-20	27	16·35	42	25·68	8	5·12	28	17·34
Cutch State	1915-16	12	11·57	14	12·81	6	5·35	9	8·32
	1916-17	17	18·01	16	16·99	4	4·66	6	6·72
	1917-18	18	36·33	9	15·85	3	5·84	6	10·11
	1918-19	15	13·02	25	20·61	4	8·74	8	6·41
	1919-20	9	9·02	4	3·46	3	2·68	5	5·25
Dehri-Rohtas Light	1915-16	15	7·08	15	6·76	5	2·28	20	9·15
	1916-17	17	7·28	14	6·05	8	3·57	21	9·13
	1917-18	22	9·98	17	7·91	4	1·96	22	10·05
	1918-19	42	18·71	34	14·98	17	7·79	28	12·41
	1919-20	25	9·40	46	17·27	32	12·03	31	11·54
Dholpur-Bari	1915-16	11	12·13	21	23·47	4	4·85	9	10·49
	1916-17	11	10·43	15	13·93	4	3·67	9	8·84
	1917-18	12	10·80	25	22·09	5	4·69	12	10·83
	1918-19	14	12·14	28	23·36	5	4·07	13	10·92
	1919-20	19	11·78	36	22·71	7	4·27	13	8·11
Godhra-Lunavada	1915-16	16	30·27	11	21·66	2	2·86	10	19·59
	1916-17	16	24·32	11	17·72	2	3·57	10	16·31
	1917-18	16	28·92	13	23·06	3	6·00	12	22·53
	1918-19	18	22·80	16	19·71	2	3·02	12	15·06
	1919-20	21	23·54	18	20·90	3	3·94	16	17·64
Jessore-Jhenidah	1915-16	32	33·23	32	33·89	6	6·69	23	24·34
	1916-17	33	30·24	26	23·37	3	2·45	30	26·81
	1917-18	24	27·19	37	41·61	3	3·15	23	25·98
	1918-19	21	20·42	42	40·65	6	6·13	23	22·15
	1919-20	22	15·28	32	22·45	7	4·97	24	16·81
Kalighat-Falta	1917-18	6	7·04	22	24·97	2	2·11	22	24·20
	1918-19	22	11·51	37	19·54	5	2·44	26	14·06
	1919-20	22	9·93	45	20·56	7	3·04	30	13·70
Kolar District	1915-16‡	5	10 41	10	20·68	1	2·68	8	17·13
	1916-17‡	20	11·26	49	27·58	7	4·04	33	18·34
	1917-18	46	17·50	44	16·96	11	3·90	35	13·39
	1918-19‡	61	20·20	85	28·15	25	8·28	43	7·62
	1919-20‡	67	19·31	80	23·05	21	6·06	36	10·37
Madaya Light	1915-16 to 1919-20	*		*	*	*	*		*
Morappur-Hosur and Tirupattur-Krishnagiri.	1915-16	†	†	†	†	†	†	†	†
	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
	1918-19	†	†	†	†	†	†	†	†
	1919-20	†	†	†	†	†	†	†	†

* Information not available.
† Included with the South Indian railway (3′ 3¾″ gauge).
‡ Includes the Bangalore-Chik Ballapur Light railway.

DIX 7—*contd.*

ystem. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2′ 6″ GAUGE—*contd.*
3	6·40	...	...	...	0·62	20	51·57	1915-16	Burdwan-Katwa.
22	16·13	...	...	...	0·16	1,25	93·57	1916-17	
21	16·35	...	...	1	0·64	1,00	75·70	1917-18	
20	14·55	...	...	4	2·98	1,07	76·10	1918-19	
22	13·18	...	...	6	3·27	1,03	60·44	1919-20	
13	17·43	...	...	1	1·55	57	76·78	1915-16	Champaner-Shivrajpur-Pani Light.
13	13·68	...	...	1	1·58	67	70·71	1916-17	
16	13·28	...	...	2	1·40	86	68·70	1917-18	
18	14·17	...	...	3	2·12	1,02	78·94	1918-19	
20	12·21	...	...	3	1·56	1,28	78·26	1919-20	
12	11·52	...	...	...	0·32	53	49·89	1915-16	Cutch State.
14	15·17	...	...	...	0·24	57	61·79	1916-17	
13	21·69	...	...	...	0·07	49	83·89	1917-18	
12	10·03	...	...	...	...	64	53·83	1918-19	
12	11·74	...	...	...	...	33	32·15	1919-20	
13	5·84	...	...	2	1·00	70	32·11	1915-16	Dehri-Rohtas Light.
12	5·37	...	...	1	0·30	73	31·70	1916-17	
14	6·21	...	...	...	0·15	79	36·26	1917-18	
15	6·80	...	...	1	0·46	1,37	61·17	1918-19	
15	5·75	...	...	...	0·15	1,49	56·14	1919-20	
12	14·13	...	...	...	0·41	57	65·48	1915-16	Dholpur-Bari.
13	11·99	...	...	...	0·42	52	49·28	1916-17	
13	11·93	...	...	...	0·22	67	60·56	1917-18	
14	12·07	...	...	...	0·15	74	62·71	1918-19	
14	9·04	...	...	...	0·25	89	56·16	1919-20	
16	29·68	...	...	1	3·13	56	106·80	1915-16	Godhra-Lunavada.
13	19·77	...	...	2	2·33	54	84·02	1916-17	
13	23·25	...	...	1	2·73	58	106·49	1917-18	
14	18·29	...	...	2	2·32	64	81·20	1918-19	
16	17·74	...	...	2	2·03	76	85·79	1919-20	
36	38·50	...	...	4	4·27	1,33	140·92	1915-16	Jessore-Jhenidah.
47	42·59	...	...	4	3·88	1,43	129·34	1916-17	
18	20·26	...	...	40	44·62	1,45	162·81	1917-18	
32	31·25	...	...	5	5·30	1,29	125·90	1918-19	
34	23·77	...	...	3	2·04	1,22	85·32	1919-20	
17	18·61	...	...	...	0·35	69	77·28	1917-18	Kalighat-Falta.
20	10·86	...	...	9	4·64	1,19	63·05	1918-19	
28	12·69	...	...	—3	...	1,29	58·49	1919-20	
9	18·56	...	...	3	4·86	36	74·32	1915-16	Kolar District.
30	17·06	...	...	7	4·03	1,46	82·31	1916-17‡	
53	20·26	...	...	8	3·18	1,97	75·19	1917-18‡	
61	20·20	...	...	22	7·28	2,97	98·34	1918-19‡	
48	13·83	...	...	11	3·17	2,63	75·79	1919-20‡	
*	*	...		*	*	*	*	1915-16 to 1919-20	Madaya Light.
†	†	...	...	†	†	1,99	89·24	1915-16	Morappur-Hosur and Tirupattur-Krishnagiri.
†	†	...	...	†	†	2,09	83·94	1916-17	
†	†	...	...	†	†	2,46	89·92	1917-18	
†	†	...	...	†	†	2,71	110·97	1918-19	
†	†	...	...	†	†	3,36	106·14	1919-20	

* Information not available.
† Included with the South Indian railway (3′ 3⅜″ gauge).
‡ Includes the Bangalore-Chik Ballapur Light railway.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE—*concld.*									
Mourbhanj State	1915-16	9	18·62	8	17·30	4	8·70	7	15·30
	1916-17	16	30·56	11	21·70	4	7·45	8	15·19
	1917-18	16	30·09	8	14·99	3	6·13	10	19·28
	1918-19	12	26·73	8	17·35	4	7·56	10	20·49
	1919-20	12	17·97	12	18·31	8	11·69	15	23·66
Nadiad-Kapadvanj	1915-16	19	14·35	18	13·48	2	1·51	18	13·46
	1916-17	18	12·27	20	13·96	2	1·50	18	12·27
	1917-18	18	11·34	26	16·81	4	2·40	19	11·77
	1918-19	19	9·04	30	14·84	3	1·31	23	11·22
	1919-20	22	9·63	32	14·43	7	2·89	26	11·66
Pariakimedi Light	1915-16	16	38·48	13	33·68	4	9·53	4	10·31
	1916-17	18	36·47	15	31·42	5	9·87	4	9·74
	1917-18	11	21·22	9	16·75	5	10·07	5	8·76
	1918-19	8	14·40	13	24·89	3	4·92	5	10·09
	1919-20	13	18·19	14	20·24	7	10·77	6	9·17
Powayan Light	1915-16	14	14·27	21	22·09	4	4·77	10	10·06
	1916-17	15	15·16	24	23·78	5	4·90	9	9·00
	1917-18	13	12·75	25	24·51	7	6·86	9	8·82
	1918-19	3	11·54	5	19·23	2	7·69	2	7·69
	1919-20	†	†	†	†	†	†	†	†
Shahdara (Delhi)-Saharanpur Light ...	1915-16	68	12·37	68	12·44	14	2·54	70	12·83
	1916-17	64	9·52	68	10·22	15	2·22	78	11·62
	1917-18	1,08	15·02	78	10·91	16	2·18	89	12·44
	1918-19	1,70	21·45	84	10·51	21	2·66	85	10·63
	1919-20	1,71	22·55	91	12·05	23	2·96	95	12·54
Tezpore-Balipara Light...	1915-16	19	13·37	19	13·69	19	13·10	21	15·10
	1916-17	19	12·75	21	14·43	19	12·71	23	15·73
	1917-18	20	14·74	22	16·92	21	15·69	22	16·52
	1918-19	16	10·42	26	16·86	17	10·63	24	15·63
	1919-20	16	9·70	32	19·54	18	10·62	25	14·74
2′ 0″ GAUGE.									
Darjeeling-Himalayan	1915-16	94	7·90	2,33	19·58	70	5·88	1,17	9·83
	1916-17	1,19	7·29	2,93	17·94	1,06	6·49	1,41	8·63
	1917-18	1,08	8·03	2,52	19·62	1,10	8·57	1,54	11·92
	1918-19	1,29	9·46	2,51	18·32	1,10	8·04	1,63	11·88
	1919-20	1,37	9·68	2,69	19·02	1,16	8·25	1,76	12·49
Gwalior Light	1915-16	48	8·24	1,52	25·88	25	4·27	31	5·33
	1916-17	40	7·12	1,12	19·85	20	3·54	32	5·66
	1917-18	46	6·98	1,36	20·66	20	3·04	36	5·39
	1918-19	57	7·34	1,75	22·63	22	2·80	36	4·71
	1919-20	54	7·33	1,78	24·15	32	4·34	37	5·02

†Temporarily dismantled.

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 6" GAUGE—*concld.*
2	4·54	...	...	1	1·16	31	65·69	1915-16	Mourbhanj State.
2	4·12	...	...	1	1·20	42	80·22	1916-17	
2	4·18	...	...	1	1·31	40	75·98	1917-18	
2	5·01	...	...	3	7·31	39	84·45	1918-19	
2	3·48	...	...	7	10·64	56	85·75	1919-20	
19	14·02	...	...	2	1·23	78	58·05	1915-16	Nadiad-Kapadvanj.
15	10·55	...	...	2	1·14	75	51·69	1916-17	
15	9·69	...	...	2	1·11	84	53·12	1917-18	
17	8·07	...	...	2	1·18	94	45·66	1918-19	
17	7·77	...	...	2	1·02	1,06	47·40	1919-20	
2	5·10	...	...	1	0·81	40	97·91	1915-16	Parlakimedi Light.
2	4·13	...	...	1	0·88	45	92·51	1916-17	
2	3·55	...	...	1	0·77	33	61·12	1917-18	
2	4·09	...	...	...	0·61	31	58·50	1918-19	
1	2·39	...	...	1	0·62	42	61·38	1919-20	
8	8·46	...	...	...	0·35	57	60·00	1915-16	Powayan Light.
7	6·38	...	...	1	1·08	61	60·30	1916-17	
6	5·88	...	...	1	0·98	61	59·80	1917-18	
2	7·69	...	...	1	3·85	15	57·69	1918-19	
†	†	†	†	†	†	†	†	1919-20	
42	7·53	...	...	7	1·32	2,69	49·08	1915-16	Shahdara (Delhi)-Saharanpur Light.
43	6·46	...	...	8	1·19	2,76	41·23	1916-17	
44	6·22	...	...	10	1·40	3,46	48·17	1917-18	
45	5·72	...	...	9	1·18	4,14	52·15	1918-19	
46	6·12	...	...	10	1·37	4,36	57·59	1919-20	
17	11·95	...	...	2	1·43	97	68·64	1915-16	Tezpore-Balipara Light.
17	11·78	...	...	2	0·97	1,01	68·37	1916-17	
17	12·76	...	...	1	0·79	1,03	77·42	1917-18	
19	12·53	...	...	5	2·95	1,07	69·02	1918-19	
18	11·03	...	...	7	4·10	1,16	69·73	1919-20	
									2' 0" GAUGE.
1,33	11·18	...	...	43	3·61	7,71	57·08	1915-16	Darjeeling-Himalayan.
1,25	7·66	...	...	73	4·47	10,23	62·65	1916-17	
1,21	9·42	...	...	91	7·09	10,17	61·30	1917-18	
1,20	8·77	...	...	1,15	8·41	11,05	61·25	1918-19	
1,27	8·98	...	...	81	5·73	*11,38	60·66	1919-20	
40	6·90	...	...	34	5·76	3,30	56·38	1915-16	Gwalior Light.
36	6·45	...	...	42	7·44	2,82	50·06	1916-17	
36	5·50	...	...	26	3·99	3,00	45·56	1917-18	
43	5·63	...	...	45	5·85	3,78	48·96	1918-19	
42	5·70	...	...	45	6·11	3,88	52·65	1919-20	

* Includes Rs. 2,32,000 for the Darjeeling-Himalayan railway extensions for which detailed figures are not available.
†Temporarily dismantled.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 0" GAUGE—*concld.*									
Howrah-Amta Light	1915-16	81	13·09	93	15·12	31	5·01	1,10	17·75
	1916-17	72	11·94	95	15·62	20	3·33	1,06	17·48
	1917-18	65	10·75	85	14·03	24	4·05	1,01	16·80
	1918-19	63	9·60	1,00	15·27	38	5·80	1,00	15·21
	1919-20	103	14·38	1,08	15·08	52	7·19	1,20	16·76
Howrah-Sheakhala Light	1915-16	25	15·14	31	19·36	4	2·26	28	17·33
	1916-17	25	15·75	28	17·35	3	2·07	27	16·46
	1917-18	26	16·02	27	16·40	4	2·22	23	14·23
	1918-19	20	11·60	26	14·58	4	2·08	22	12·65
	1919-20	23	13·74	30	17·52	3	1·80	24	14·06
Jagadhri Light	1915-16	2	9·16	7	31·85	2	7·78	5	22·17
	1916-17	3	17·91	6	34·43	1	3·72	5	27·46
	1917-18	2	9·43	6	32·90	1	4·10	5	26·24
	1918-19	2	11·27	7	37·14	1	7·17	5	26·17
	1919-20	2	6·38	7	27·10	...	0·38	5	19·85
Jorhat (Provincial)	1915-16	22	14·01	34	21·66	6	3·82	19	12·10
	1916-17	11	6·67	35	21·21	8	4·85	23	13·94
	1917-18	27	18·59	37	26·23	11	7·36	22	15·74
	1918-19	25	21·93	40	35·17	11	10·28	21	18·28
	1919-20	24	18·97	38	30·25	8	6·72	22	17·16
Kulasekarapatnam Light	1915-16	2	12·84	2	9·42	1	2·33	8	44·66
	1916-17	7	8·83	17	21·71	5	5·60	4	4·39
	1917-18	9	27·13	21	65·18	3	11·15	4	11·47
	1918-19	17	40·22	36	85·84	3	6·78	5	13·34
	1919-20	19	37·44	55	108·23	7	14·96	10	19·84
Pipar-Bilara Light	1915-16	5	14·58	11	33·45	1	2·96	4	10·70
	1916-17	5	17·91	10	40·39	2	8·20	3	12·68
	1917-18	7	35·00	5	25·00	1	5·00	3	15·00
	1918-19	5	16·28	8	25·04	1	4·46	4	11·51
	1919-20	7	18·19	13	33.67	3	7·42	4	10·22
Tarikere-Narasimharajapura	1915-16	1	15·29	3	32·87	...	3·40	3	38·24
	1916-17	1	105·62	2	208·44	...	11·78	1	90·81
	1917-18	12	67·58	6	31·39	1	7·69	5	25·80
	1918-19	8	28·57	17	60·71	3	10·71	4	14·28
	1919-20	6	21·42	7	25·00	2	7·14	3	10·71
Total of all railways ...	1915-16	7,37,43	11·41	11,85,38	18·33	2,92,74	4·53	5,68,85	8·80
	1916-17	6,74,26	9·54	12,27,52	17·37	3,03,43	4·29	5,84,30	8·27
	1917-18	6,63,57	8·58	13,16,70	17·02	3,28,92	4·25	6,12,14	7·91
	1918-19	7,64,85	8·86	15,59,12	18·07	4,41,73	5·12	7,14,13	8·28
	1919-20	9,38,55	10·53	17,72,68	19·88	6,50,16	7·29	8,50,71	9·54

DIX 7—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 0" GAUGE—*concld.*
30	4·94	...	...	12	1·96	3,57	57·87	1915-16	Howrah-Amta Light.
32	5·21	...	...	13	2·16	3,38	55·74	1916-17	
37	6·22	...	...	14	2·32	3,26	54·17	1917-18	
47	7·21	...	...	19	2·94	3,67	56·03	1918-19	
48	6·63	...	...	19	2·66	4,50	62·70	1919-20	
10	6·09	...	...	2	1·58	1,00	61·76	1915-16	Howrah-Sheakhala Light.
11	6·52	...	...	2	1·38	96	59·53	1916-17	
15	9·25	...	...	2	1·50	97	59·62	1917-18	
20	11·46	...	...	4	2·06	96	54·43	1918-19	
21	12·02	...	...	5	2·72	1,06	61·86	1919-20	
4	17·90	...	...	1	1·80	21	90·66	1915-16	Jagadhri Light.
3	21·11	...	...	...	1·83	18	106·46	1916-17	
3	14·26	...	...	...	1·14	17	88·07	1917-18	
3	14·75	...	...	...	1·71	18	98·24	1918-19	
2	10·11	...	...	...	0·84	16	64·66	1919-20	
19	12·10	...	...	2	1·28	1,02	64·97	1915-16	Jorhat (Provincial).
18	10·91	5	3·03	2	1·21	1,02	61·82	1916-17	
19	13·63	...	...	3	1·95	1,19	83·50	1917-18	
21	19·02	...	...	3	2·40	1,21	107·08	1918-19	
24	19·44	...	...	4	2·93	1,20	95·47	1919-20	
...	1·39	...	...	...	...	13	70·64	1915-16	Kulasekarapatnam Light.
...	0·45	...	...	...	...	33	40·98	1916-17	
...	0·83	...	...	...	...	37	115·76	1917-18	
...	0·52	...	...	...	...	61	146·70	1918-19	
1	1·75	...	...	...	...	92	182·22	1919-20	
...	1·03	...	...	...	0·24	21	62·96	1915-16	Pipar-Bilara Light.
1	1·27	...	...	...	0·63	21	81·08	1916-17	
...	...	...	...	...	...	16	80·00	1917-18	
...	1·07	...	...	...	0·42	18	58·78	1918-19	
1	0·84	...	...	...	0·41	28	70·75	1919-20	
3	37·86	...	...	...	...	10	127·66	1915-16	Tarikere-Narasimharajapura.
1	81·94	...	...	...	...	5	498·59	1916-17	
3	20·13	...	...	...	1·21	27	153·80	1917-18	
6	21·43	...	...	3	10·71	41	146·43	1918-19	
5	17·86	...	...	1	3·57	24	85·70	1919-20	
2,80,48	4·34	25,18	0·39	1,98,76	3·07	*32,91,95	50·91	1915-16	Total of all railways.
2,84,89	4·03	22,51	0·32	2,38,71	3·38	*33,40,32	47·26	1916-17	
2,97,70	3·85	23,69	0·31	2,88,77	3·73	*35,36,87	45·72	1917-18	
3,32,53	3·85	24,20	0·28	3,36,54	3·91	*41,80,17	48·45	1918-19	
3,78,37	4·25	30,22	0,34	4,30,91	4·83	*50.65,65	56·81	1919-20	

* Includes figures for lines for which details are not available.

APPENDIX 8.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur (including 2′ 6″ gauge branches).	1915-16	2,683·66	10,689	40,73,73	4,43,73	2,17,48	2,26,25	49·01	5·56
	1916-17	2,738·15	11,283	40,96,74	5,12,28	2,46,36	2,65,92	48·09	6·51
	1917-18	2,738·24	11,381	41,36,32	5,63,93	2,62,60	3,01,33	46·57	7·30
	1918-19	2,732·44	11,400	41,98,41	6,20,87	3,07,70	3,13,17	49 56	7·48
	1919-20	2,746·44	12,049	44,91,58	6,57,57	3,84,96	2,72,61	58·54	6·10
Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).	1915-16	1,505·66	7,348	27,36,17	4,07,73	1,94,12	2,13,61	47·61	7·69
	1916-17	1,504·97	7,664	28,10,18	4,29,72	1,78,78	2,50,94	41·60	8·96
	1917-18	1,544·84	7,707	28,62,95	4,90,22	2,13,57	2,76,65	43·57	9·69
	1918-19	1,578·42	7,830	28,92,53	5,70,42	2,49,27	3,21,15	43·70	11·13
	1919-20	1,578·17	8,192	29,82,75	5,78,65	3,09,40	2,69,25	53·47	9·05
Eastern Bengal	1915-16	582·51	4,664	23,36,72	2,15,14	1,21,99	93,15	56·70	4·04
	1916-17	616·01	4,292	24,15,05	2,22,55	1,17,78	1,04,77	52·92	4·34
	1917-18	622·38	3,807	24,31,67	2,08,42	1,21,54	86,88	58·31	3·57
	1918-19	621·21	3,955	24,66,88	2,36,13	1,35,14	1,00,99	57·22	4·09
	1919-20	621·40	4,358	25,77,04	2,75,99	2,02,13	73,86	73·24	2·87
East Indian	1915-16	2,719·05	25,658	73,80,99	10,83,73	4,22,77	6,60,96	39·01	8·96
	1916-17	2,806·75	27,163	75,41,98	11,45,52	4,21,66	7,23,86	36·81	9·60
	1917-18	2,775·26	25,702	75,47,92	12,21,83	4,26,09	7,95,74	34·87	10·54
	1918-19	2,770·84	26,005	76,02,93	13,92,59	4,87,58	9,05,01	35·01	11·90
	1919-20	2,772·36	26,168	80,55,41	13,60,80	6,11,45	7,49,35	44·93	9·30
Great Indian Peninsula (including 2′ 6″ and 2′ 0″ gauge lines worked).	1915-16	3,268·83	22,865	70,14,43	9,76,13	5,56,13	4,20,00	56·97	5·98
	1916-17	3,266·56	24,506	70,72,67	10,54,10	5,65,99	4,88,11	53·69	6·90
	1917-18	3,291·94	23,395	71,69,70	11,43,61	6,09,19	5,34,42	53·27	7·45
	1918-19	3,335·26	23,081	72,61,05	12,95,20	7,41,00	5,54,20	57·22	7·63
	1919-20	3,335·04	23,380	74,16,14	13,79,37	8,59,92	5,19,45	62·34	7·03
Madras and Southern Mahratta	1915-16	1,078·56	5,357	18,87,51	2,60,03	1,32,93	1,27,10	51·12	6·73
	1916-17	1,078·99	5,805	19,06,93	3,00,94	1,48,82	1,52,12	49·45	7·98
	1917-18	1,063·11	5,374	19,22,61	3,35,86	1,50,88	1,84,98	44·92	9·62
	1918-19	1,063·11	5,354	19,35,79	3,51,69	1,62,30	1,89,39	46·15	9·78
	1919-20	1,063·11	5,498	20,15,48	3,70,09	2,02,88	1,67,21	54·82	8·30
Nizam's Guaranteed State ...	1915-16	350·71	1,341	5,43,11	69,48	37,59	31,89	54·10	5·87
	1916-17	350·71	1,528	5,42,80	70,94	30,24	40,70	42·63	7·50
	1917-18	351·60	1,301	5,46,73	77,48	40,87	36,61	52·75	6·69
	1918-19	351·60	1,358	5,49,80	83,34	50,99	32,35	61·18	5·88
	1919-20	351·60	1,374	5,56,68	90,17	52,55	37,62	58·28	6·76

*Excluding the Matheran Light railway for which information is not available.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles.)	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE—*concld.*									
North Western—									
Commercial section (including 2′6″ gauge lines.)	1915-16	4,176·21	18,810	76,91,16	8,89,23	4,76,01	4,13,22	53·53	5·50
	1916-17	4,225·32	18,961	77,15,20	10,20,86	4,64,91	5,55,95	45·54	7·21
	1917-18	3,974·54	19,670	77,89,66	12,55,16	5,15,51	7,39,65	41·07	9·50
	1918-19	4,089·49	19,009	79,95,37	12,82,32	6,39,35	6,42,97	49·86	8·04
	1919-20	4,035·58	17,561	81,65,52	12,28,81	7,08,26	5,20,55	57·64	6·38
Military section (including 2′ 6″ gauge lines.)	1915-16	1,258·45	3,152	18,56,78	77,38	69,12	8,26	89·33	0·45
	1916-17	1,259·81	3,274	18,60,79	85,46	70,71	14,75	82·74	0·79
	1917-18	1,251·57	3,175	18,81,89	1,04,24	79,73	24,51	76·49	1·30
	1918-19	1,251·46	3,740	20,20,64	1,25,49	1,10,33	15,16	87·92	0·75
	1919-20	1,285·49	4,679	20,59,76	1,49,10	1,58,60	—9,50	106·37	...
Total North-Western (commercial and military sections).	1915-16	5,434·66	21,962	95,47,92	9,66,61	5,45,13	4,21,48	56·39	4·41
	1916-17	5,485·13	22,235	95,75,99	11,06,32	5,35,62	5,70,70	48·41	5·94
	1917-18	5,226·11	22,845	96,71,55	13,59,40	5,95,24	7,64,16	43·79	7·90
	1918-19	5,340·95	22,749	1,00,16,01	14,07,81	7,49,68	6,58,13	53·25	6·64
	1919-20	5,321·07	22,240	1,02,25,08	13,77,91	8,66,86	5,11,05	62·91	5·00
Oudh and Rohilkhand (including 3′ 3⅜″ gauge lines).	1915-16	1,638·91	6,511	21,77,14	2,28,68	1,13,62	1,15,06	49·69	5·28
	1916-17	1,638·91	6,648	21,82,45	2,68,74	1,15,55	1,53,19	42·99	7·02
	1917-18	1,624·33	6,168	21,83,07	2,90,78	1,11,51	1,79,27	38·35	8·21
	1918-19	1,624·33	5,986	21,96,19	3,36,19	1,39,02	1,97,17	41·35	8·98
	1919-20	1,624·33	6,193	22,42,19	3,23,06	1,81,95	1,41,11	56·32	6·29
South Indian	1915-16	445·94	2,095	7,26,73	84,91	39,90	45,01	46·99	6·19
	1916-17	445·94	2,145	7,20,79	98,22	48,73	49,49	49·61	6·87
	1917-18	449·80	1,933	7,23,46	1,10,19	45,27	64,92	41·09	8·97
	1918-19	449·80	1,882	7,23,81	1,16,01	47,98	68,03	41·36	9·40
	1919-20	449·80	2,013	7,22,98	1,26,57	68,38	58,19	54·02	8·05
3′ 3⅜″ GAUGE.									
Aden	1919-20	28·75	*	6,26	3,35	4,33	—98	129·33	...
Assam-Bengal	1915-16	807·92	1,892	16,35,95	67,47	52,57	14,90	77·91	0·94
	1916-17	854·37	1,867	16,43,11	67,38	52,59	14,79	78·04	0·90
	1917-18	957·34	1,932	17,88,64	76,76	56,98	19,78	74·22	1·08
	1918-19	970·09	2,170	18,16,61	86,92	66,27	20,65	76·23	1·15
	1919-20	1,020·90	2,433	18,69,08	1,12,61	88,71	23,90	78·78	1·29
Bengal and North-Western ...	1915-16	2,066·54	6,227	18,03,09	1,95,27	78,39	1,16,88	37·67	6·48
	1916-17	2,053·73	6,204	17,93,49	2,17,31	86,26	1,31,05	36·99	7·31
	1917-18	2,045·65	5,737	17,79,00	2,14,87	93,81	1,21,06	40·36	6·81
	1918-19	2,062·45	6,044	17,61,41	2,57,67	1,02,73	1,54,94	39·87	8·80
	1919-20	2,063·82	5,972	17,72,06	2,53,33	1,11,09	1,42,24	43·85	8·03

* Information not available.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3' 3⅜" GAUGE—*contd.*									
Bengal Dooars	1915-16	152·96	318	1,35,23	16,42	6,86	9,56	41·78	7·07
	1916-17	152·96	351	1,36,19	17,70	7,66	10,04	43·28	7·37
	1917-18	152·96	355	1,36,56	17,09	7,33	9,76	42·91	7·15
	1918-19	158·20	357	1,37,22	18,29	7,95	10,34	43·45	7·23
	1919-20	158·20	324	1,45,26	18,08	9,10	8,98	50·28	6·19
Bhavnagar State	1915-16	249·02	511	1,35,23	16,45	7,91	8,54	48·08	6·31
	1916-17	249·02	479	1,35,74	17,59	8,71	8,88	49·53	6·54
	1917-18	249·02	456	1,36,66	19,14	8,04	11,10	42·00	8·12
	1918-19	249·02	493	1,36,56	27,51	11,09	16,42	40·32	12·02
	1919-20*	206·31	484	1,26,59	26,02	11,77	14,25	45·23	10·90
Bombay, Baroda and Central India.	1915-16	2,232·80	9,181	18,72,56	3,38,44	1,60,32	1,78,12	47·37	9·51
	1916-17	2,277·09	9,073	18,92,78	3,61,01	1,59,88	2,01,13	44·28	10·63
	1917-18	2,277·91	8,376	18,81,56	3,69,95	1,67,66	2,02,29	45·32	10·75
	1918-19	2,292·08	8,902	19,34,43	4,55,69	2,06,89	2,48,80	45·40	12·86
	1919-20	2,332·25	9,264	19,67,07	4,52,35	2,63,03	1,89,32	58·15	9·62
Burma	1915-16	1,598·46	5,352	21,57,24	2,20,82	1,29,65	91,17	58·71	4·23
	1916-17	1,598·46	5,376	21,64,89	2,47,28	1,28,68	1,18,60	52·04	5·48
	1917-18	1,598·46	5,303	21,57,58	2,47,73	1,33,26	1,14,47	53·79	5·31
	1918-19	1,604·98	5,782	21,47,14	2,93,55	1,58,88	1,34,67	54·12	6·27
	1919-20	1,605·83	6,367	21,51,68	3,29,30	1,86,13	1,43,17	56·52	6·65
Dibru-Sadiya	1915-16	91·52	334	1,31,13	15,11	9,22	5,89	60·82	4·49
	1916-17	91·52	332	1,33,09	15,16	9,22	5,94	60·82	4·46
	1917-18	91·52	334	1,34,32	15,36	10,03	5,33	64·98	3·97
	1918-19	91·52	277	1,37,50	14,65	9,55	5,10	65·18	3·68
	1919-20	91·25	274	1,38,69	15,73	10,86	4,87	69·03	3·48
Eastern Bengal (including 2' 6" gauge lines worked.)	1915-16	1,165·52	4,235	13,36,68	1,41,24	92,20	49,04	65·28	3·67
	1916-17	1,154·12	4,124	13,45,30	1,57,83	87,19	70,64	55·24	5·25
	1917-18	1,101·96	3,472	13,53,13	1,50,74	82,04	68,70	54·42	5·08
	1918-19	1,121·84	3,475	13,43,26	1,64,30	95,65	68,65	58·21	5·11
	1919-20	1,117·27	3,603	13,41,29	1,87,81	1,07,86	79,95	57·42	5·96
Gondal	1915-16	219·75	535	1,01,46	15,06	7,40	7,66	49·13	7·47
	1916-17	231·44	536	1,10,66	15,89	8,60	7,29	54·12	6·35
	1917-18	231·44	556	1,12,55	17,99	9,37	8,62	52·09	7·65
	1918-19	231·44	608	1,15,38	24,11	12,73	11,38	52·79	9·52
	1919-20	230·96	614	1,18,19	24,25	11,65	12,60	48·05	10·66

* Includes the results of the Dhrangadra railway for the 1st-half of 1919-20. These for the 2nd half are included with the Bombay, Baroda and Central India railway (3' 3⅜" gauge).

† Includes the results of the Dhrangadra railway for the 2nd-half of 1919-20. Those for the 1st-half are included with the Bhavnagar State railway.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings no total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*contd.*									
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1915-16	487·44	1,258	3,85,06	46,14	24,60	21,54	53·30	6·12
	1916-17	544·74	1,165	4,29,47	41,52	22,29	19,23	53·64	5·48
	1917-18	544·74	1,120	4,37,37	44,90	28,57	16,33	63·64	3·73
	1918-19	544·74	1,259	4,46,82	57,43	29,81	27,62	51·89	6·18
	1919-20	545·19	1,400	4,55,80	71,61	37,89	33,72	52·91	7·40
Jamnagar	1915-16	54·22	76	23,96	3,23	1,77	1,46	54·92	6·08
	1916-17	54·22	79	24,09	3,43	1,97	1,46	57·39	6·07
	1917-18	54·22	77	24,26	3,74	1,98	1,76	52·81	7·28
	1918-19	54·22	83	24,75	4,94	2,21	2,73	44·75	11·04
	1919-20	54·22	86	25,83	5,15	2,37	2,78	46·10	10·75
Jodhpur-Bikaner ...	1915-16	1,330·32	2,382	3,80,90	80,97	37,16	43,81	45·89	11·50
	1916-17	1,330·32	2,606	3,85,17	81,33	40,17	41,16	49·39	10·69
	1917-18	1,330·32	2,519	3,85,92	96,75	40,91	55,84	42·28	14·47
	1918-19	1,330·32	2,503	3,96,01	1,08,27	50,26	58,01	46·42	14·65
	1919-20	1,330·83	2,278	4,07,54	1,00,95	53,79	47,16	53·28	11·57
Junagad State	1915-16	120·90	192	63.80	6,96	3,56	3,40	51·16	5·33
	1916-17	120·90	2 4	63,98	7,49	3,80	3,69	50·77	5·76
	1917-18	120·90	206	67,43	8,14	6,40	1,74	78·60	2·58
	1918-19	135·60	216	77,34	9,98	4,37	5,61	43·74	7·26
	1919-20	140·46	212	79,00	10,54	5,19	5,35	49·21	6·78
Madras and Southern Mahratta ...	1915-16	2,090·02	7,066	18,72,35	2,10,14	1,14,96	95,18	54·70	5·08
	1916-17	2,090·02	7,070	18,77,52	2,21,25	1,18,67	1,02,58	53·64	5·46
	1917-18	2,088·55	6,854	18,77,05	2,37,03	1,17,66	1,19,37	50·08	6·92
	1918-19	2,108·01	6,802	18,92,92	2,56,54	1,30,36	1,26,18	50·81	6·67
	1919-20*	1,967·92	6,591	18,42,41	2,63,92	1,41,94	1,21,98	53·78	6·62
Morvi (including 2′ 6″ gauge section).	1915-16	92·83	218	53,81	7,73	2,81	4,92	36·31	9·15
	1916-17	92·83	213	53,60	8,69	2,45	6,24	28·26	11·63
	1917-18	92·83	215	53,77	9,76	2,62	7,14	26·86	13·28
	1918-19	92·83	248	53,59	14,44	4,18	10,26	28·92	19·16
	1919-20	92·83	263	54,16	12,89	4,85	8,04	37·59	14·86
Mysore-Arsikere	1917-18	102·95	20	81,12	66	60	6	89·99	0·07
	1918-19	102·95	105	90,53	3,81	3,62	19	95·01	0·21
	1919-20†	242·70	314	1,82,43	13,41	8,66	4,75	64·58	2·60
Rohilkund and Kumaon ...	1915-16	571·35	1,129	3,70,77	37,43	18,15	19,28	48·49	5·20
	1916-17	571·23	1,102	3,67,73	42,89	17,88	25,01	41·69	6·80
	1917-18	571·15	1,039	3,66 70	48,73	21,51	27,22	44·14	7·42
	1918-19	571·15	1,139	3,66,70	56,02	28,23	27,79	50·38	7·58
	1919-20	571·13	1,094	3,80,97	52,63	28,91	23,72	54·93	6·23

* Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways for the 1st-half of 1919-20. Those for the 2nd half are included with the Mysore-Arsikere railway.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways for the 2nd-half of 1919-20. Those for the 1st-half are included with the Madras and Southern Mahratta railway (3′ 3¾″ gauge).

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
South Indian	1915-16	1,243·14	7,015	14,38,63	2,38,05	1,20,66	1,17,39	50·69	8·16
	1916-17	1,243·14	6,904	14,27,43	2,54,67	1,28,12	1,26,55	50·31	8·87
	1917-18	1,281·05	5,921	14,78,78	2,74,04	1,21,04	1,53,00	44·17	10·35
	1918-19	1,281·05	5,453	14,74,72	2,74,82	1,28,08	1,46,74	46·60	9·95
	1919-20	1,303·99	5,969	15,03,40	3,16,46	1,73,86	1,42,60	54·94	9·49
Udaipur-Chitorgarh ...	1915-16	67·30	106	22,59	3,24	1,71	1,53	52·79	6·77
	1916-17	67·30	108	22,77	3,75	1,83	1,92	48·80	8·43
	1917-18	67·30	92	22,84	2,76	1,45	1,31	52·48	5·75
	1918-19	67·30	72	22,86	3,37	1,77	1,60	52·37	7·03
	1919-20	67·30	75	22,86	4,38	1,98	2,40	45·19	10·50
2′ 6″ GAUGE.									
Ahmadpur-Katwa	1917-18	32·26	43	19,50	54	55	—1	101·45	...
	1918-19	32·26	71	19,66	94	1,18	—24	125·06	...
	1919-20	32·26	68	19,74	1,22	76	46	61·91	2·33
Ambaji-Taranga Light* ...	1919-20	20·50	*	*	*	*	*	*	*
Arakan Light	1918-19	18·25	3	28,87	8	11	—3	129·47	...
	1919-20	18·25	20	30,87	47	97	—50	207·05	...
Arrah-Sasaram Light ...	1915-16	65·16	94	22,88	1,96	1,17	79	59·01	3·46
	1916-17	65·16	92	23,67	2,26	1,26	1,00	55·70	4·42
	1917-18	65·16	92	22,67	2,54	1,17	1,37	46·22	6·01
	1918-19	65·16	97	22,58	2,47	1,31	1,16	53·02	5·15
	1919-20	65·16	93	22,68	2,80	1,65	1,15	59·13	5·03
Bangalore-Chik Sallapur Light	1915-16	28·65	22	10,18	52	34	18	64·96	1·81
	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
	1918-19	†	†	†	†	†	†	†	†
	1919-20	†	†	†	†	†	†	†	†
Bankura-Damoodar River ...	1916-17	42·69	18	33,94	22	20	2	88·92	0·07
	1917-18	59·95	104	35,57	1,28	1,21	7	94·58	0·19
	1918-19	59·95	126	35,43	1,83	1,68	15	92·03	0·41
	1919-20	59·95	135	35,50	2,26	1,44	82	63·53	2·31
Baraset-Basirhat Light ...	1915-16	52·24	170	23,81	3,74	2,22	1,52	59·31	6·40
	1916-17	52·24	145	23,82	3,57	2,22	1,35	62·07	5·69
	1917-18	52·24	111	23,85	3,08	2,15	93	69·90	3·89
	1918-19	52·24	133	23,90	3,45	2,06	1,39	59·95	5·78
	1919-20	52·24	143	23,94	4,06	2,40	1,63	59·11	6·93
Barsi Light	1915-16	117·50	201	76,45	10,67	4,70	5,97	44·06	7·54
	1916-17	117·50	208	76,06	11,25	4,80	6,45	42·73	8·47
	1917-18	117·50	158	76,57	8,61	4,46	4,15	51·75	4·83
	1918-19	117·50	166	86,28	10,10	4,87	5,23	48·24	6·17
	1919-20	117·50	223	86,24	15,96	6,07	9,89	38·09	11·46
Bengal Provincial	1915-16	33·27	125	11,85	1,41	96	45	68·18	3·78
	1916-17	33·27	119	11,89	1,28	95	33	74·04	2·79
	1917-18	41·58	112	14,44	1,14	1,00	14	87·72	0·97
	1918-19	41·58	103	14,53	*	*	*	*	*
	1919-20	41·58	118	14,57	1,52	1,14	38	74·00	5·88
Bukhtiarpur-Bihar Light ...	1915-16	33·00	71	13,60	2,31	1,22	1,09	52·78	8·03
	1916-17	33·00	39	13,60	1,57	95	62	60·38	4·57
	1917-18	33·00	42	13,84	1,97	1,12	85	57·12	6·09
	1918-19	33·00	43	13,92	1,60	98	62	61·09	4·52
	1919-20	33·00	54	14·20	1,79	1,31	48	73·27	3·36
Burdwan-Katwa	1915-16	32·52	30	17,27	38	20	18	51·57	1·08
	1916-17	32·52	84	17,82	1,33	1,25	8	93·57	0·48
	1917-18	32·52	73	17,98	1,32	1,00	32	75·70	1·79
	1918-19	32·52	91	18,09	1,41	1,07	34	76·10	1·87
	1919-20	32·47	83	18,12	1,71	1,03	68	60·44	3·75
Champaner-Shivrajpur-Pani Light	1915-16	24·95	24	9,71	74	57	17	76·78	1·77
	1916-17	32·40	31	16,38	95	67	28	70·71	1·77
	1917-18	32·40	43	16,25	25	86	39	68·70	2·39
	1918-19	32·40	38	16,30	29	1,02	27	78·94	1·66
	1919-20	32·40	42	16,56	1,64	1,28	36	78·26	2·15

* Information not available.
† Included with the Kolar District railway.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*									
Cutch State	1915-16	36·78	28	10,84	1,05	53	52	49·89	4·87
	1916-17	36·78	28	10,86	93	57	36	61·79	3·31
	1917-18	36·78	24	10,94	59	49	10	83·89	0·86
	1918-19	36·78	‡	10,95	1,20	64	56	53·83	5·03
	1919-20	36·78	27	10,95	1,02	33	69	32·15	6·36
Dehri-Rohtas Light ...	1915-16	23·83	36	6,38	2,19	70	1,49	32·11	23·73
	1916-17	23·83	35	6,88	2,32	73	1,59	31·70	22·99
	1917-18	23·83	35	6,70	2,18	79	1,39	36·26	20·77
	1918-19	23·83	38	7,40	2,23	1,37	86	61·17	11·74
	1919-20	23·83	48	7,86	2,67	1,49	1,18	56·14	14·84
Dholpur-Bari	1915-16	36·38	30	12,42	88	57	31	65·48	2·44
	1916-17	51·63	34	12,42	1,06	52	54	49·28	4·33
	1917-18	51·63	56	12,93	1,11	67	44	60·56	3·40
	1918-19	51·63	56	13,00	1,18	74	44	62·71	3·38
	1919-20	51·63	56	13,39	1,59	89	70	56·16	5·24
Godhra-Lunavada	1915-16	25·45	22	12,90	53	56	—3	106·80	...
	1916-17	25·45	22	12,92	65	54	11	84·02	0·77
	1917-18	25·45	19	12,97	54	58	—4	06·49	...
	1918-19	25·45	19	13,07	79	64	15	181·20	1·13
	1919-20	25·45	23	13,15	88	76	1	85·79	0·95
Jessore-Jhenidah	1915-16	36·80	80	12,81	95	1,33	—38	140·92	...
	1916-17	36·80	80	13,49	1,11	1,43	—32	129·34	...
	1917-18	36·75	69	13,97	89	1,45	—56	162·81	...
	1918-19	36·75	93	14,38	1,03	1,29	—26	125·90	...
	1919-20	37·00	103	14,33	1,43	1,22	21	85·32	1·47
Kalighat-Falta	1917-18	25·33	49	17,37	89	69	20	77·28	1·16
	1918-19	25·33	89	17,60	1,89	1,19	70	63·05	3·96
	1919-20	25·33	88	18,09	2,20	1,29	91	58·49	5·03
Kolar District	1915-16	40·71	20	14,07	48	36	12	74·32	0·87
	1916-17	†98·75	†82	†26,43	†1,77	†1,46	†31	†82·31	†0·11
	1917-18	†102·25	†118	†30,31	†2,61	†1,97	†64	†75·19	†3·42
	1918-19	†102·20	†117	†30,86	†3,02	†2,97	†5	†98·34	†0·02
	1919-20	†102·20	†118	†31,17	†3,47	†2,68	†84	†75·79	†2·70
Madaya Light	1915-16	8·30	‡	‡	‡	‡	‡	‡	‡
	1916-17	8·30							
	1917-18	16·00							
	1918-19	16·00							
	1919-20	16·00							
Morappur-Hosur and Tirupattur-Krishnagiri.	1915-16	98·78	177	41,39	2,23	1,99	24	89·24	0·57
	1916-17	98·78	176	40,93	2,49	2,09	40	83·94	1·00
	1917-18	98·78	163	40,99	2,73	2,46	27	89·92	0·67
	1918-19	98·78	165	41,22	2,44	2,71	—27	110·97	...
	1919-20	98·68	163	40,79	3,17	3,36	—19	106·14	...
Mourbhanj State	1915-16	32·41	24	7,27	48	31	17	65·69	2·24
	1916-17	32·41	25	7,27	52	42	10	80·22	1·44
	1917-18	32·41	24	7,27	52	40	12	75·98	1·73
	1918-19	32·41	24	7,27	46	39	7	84·45	0·99
	1919-20	32·41	29	7,27	65	56	9	85·75	1·27
Nadiad-Kapadvanj	1915-16	27·86	42	14,69	1,34	78	56	58·05	3·82
	1916-17	28·01	48	15,11	1,44	75	69	51·69	4·63
	1917-18	28·01	41	14,89	1,58	84	74	53·12	4·97
	1918-19	28·01	41	14,99	2,05	94	1,11	45·66	7·45
	1919-20	28·01	41	14,83	2,23	1,06	1,17	47·40	7·92
Parlakimedi Light	1915-16	24·62	19	7,63	41	40	1	97·91	0·11
	1916-17	24·62	29	7,67	49	45	4	92·51	0·48
	1917-18	24·62	20	7,67	54	33	21	61·12	2·76
	1918-19	24·62	19	7,67	53	31	22	58·50	2·89
	1919-20	24·62	20	7,68	69	42	27	61·38	3·47
Powayan Light	1915-16	39·50	58	8,95	96	57	39	60·00	4·23
	1916-17	38·86	58	8,95	1,01	61	40	60·30	4·47
	1917-18	38·86	58	8,95	1,02	61	41	59·80	4·47
	1918-19	††	11	8,95	26	15	11	57·69	1·12
	1919-20	††	††	8,95	††		††	††	††

†Includes figures for the Bangalore-Chik Ballapur Light railway.
‡Information not available.
††Temporarily dismantled.

APPENDIX 8—*concld.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE—*concld.*									
Shahdara (Delhi)-Saharanpur Light.	1915-16	92·50	136	44,17	5,49	2,69	2,80	49·03	6·34
	1916-17	92·50	148	44,11	6,69	2,76	3,93	41·23	8·90
	1917-18	92·50	150	44,63	7,16	3,46	3,70	48·17	8·31
	1918-19	92·50	135	45,20	7,94	4,14	3,80	52·15	8·40
	1919-20	92·50	115	45,71	7,57	4,36	3,21	57·59	7·02
Tezpore-Balipara Light ...	1915-16	20·10	32	4,87	1,42	97	45	68·64	9·12
	1916-17	20·10	37	4,87	1,48	1,01	47	68·37	9·55
	1917-18	20·10	34	4,87	1,33	1,03	30	77·42	6·16
	1918-19	20·10	34	4,87	1,55	1,07	48	69·02	9·84
	1919-20	20·10	36	4,87	1,66	1,16	50	69·73	10·29
2′ 0″ GAUGE.									
Darjeeling-Himalayan ...	1915-16	146·44	366	89,30	13,52	7,71	5,81	57·08	6·50
	1916-17	146·44	461	95,83	16,33	10,23	6,10	62·65	6·37
	1917-18	146·44	543	99,84	16,59	10,17	6,42	61·30	6·43
	1918-19	146·44	556	1,00,75	18,04	11,05	6,99	61·25	6·93
	1919-20	146·44	548	1,01,31	18,76	11,38	7,38	60·66	7·29
Gwalior Light	1915-16	249·96	276	74,69	5,85	3,30	2,55	56·38	3·42
	1916-17	249·97	253	75,66	5,63	2,82	2,81	50·06	3·72
	1917-18	249·96	293	75,92	6,58	3,00	3,58	45·56	4·72
	1918-19	249·96	322	76,55	7,73	3,78	3,95	48·96	5·14
	1919-20	249·96	269	77,12	7,37	3,88	3,49	52·65	4·53
Howrah-Amta Light ...	1915-16	43·87	237	26,87	6,17	3,57	2,60	57·87	9·68
	1916-17	43·87	219	26,44	6,07	3,38	2,69	55·74	10·15
	1917-18	43·87	173	26,52	6,02	3,26	2,76	54·17	10·40
	1918-19	43·87	185	27,02	6,55	3,67	2,88	56·03	10·66
	1919-20	43·87	200	26,94	7,18	4,50	2,68	62·70	9·93
Howrah-Sheakhala Light ...	1915-16	19·75	86	7,71	1,62	1,00	62	61·76	8·06
	1916-17	19·75	86	7,64	1,61	96	65	59·53	8·53
	1917-18	19·75	67	7,64	1,62	97	65	59·62	8·55
	1918-19	19·75	69	7,62	1,75	96	79	54·43	10·49
	1919-20	19·75	64	7,64	1,72	106	66	61·86	5·58
Jagadhri Light	1915-16	3·31	14	1,13	23	21	2	90·66	1·90
	1916-17	3·31	14	1,12	17	18	—1	106·46	...
	1917-18	3·31	12	1,12	19	17	2	88·07	1·40
	1918-19	3·37	12	1,12	18	18	...	98·24	0·29
	1919-20	3·31	13	1,10	25	16	9	64·66	8·02
Jorhat (Provincial) ...	1915-16	32·50	52	10,91	1,57	1,02	55	64·97	5·04
	1916-17	32·50	52	11,24	1,65	1,02	63	61·82	5·62
	1917-18	32·50	52	11,12	1,42	1,19	23	83·50	2·07
	1918-19	32·50	51	10,91	1,13	1,21	—8	107·08	...
	1919-20	32·50	52	11,19	1,26	1,20	6	95·47	0·51
Kulasekarapatnam Light ...	1915-16	18·00	18	2,86	18	13	5	70·64	2·02
	1916-17	18·00	23	2,93	80	33	47	40·98	15·32
	1917-18	18·00	27	3,46	32	37	—5	115·76	...
	1918-19	32·00	36	5,67	42	61	—19	146·70	...
	1919-20	32·00	42	5,85	50	92	—42	182·22	...
Pipar-Bilara Light ...	1915-16	25·25	24	2,90	34	21	13	62·96	4·30
	1916-17	25·25	26	2,90	26	21	5	81·08	1·67
	1917-18	25·25	15	2,90	20	16	4	80·00	1·38
	1918-19	25·25	18	2,90	30	18	12	58·78	4.14
	1919-20	25·25	24	2,90	39	28	11	70·75	3·96
Tarikere-Narasimharajapura ...	1915-16	11·75	7	2,97	8	10	—2	127·66	...
	1916-17	11·88	2	3,48	1	5	—4	498·59	...
	1917-18	26·60	19	5,03	17	27	—10	153·80	...
	1918-19	26·50	39	5,76	28	41	—13	146·43	...
	1919-20	26·60	21	6,36	28	24	4	85·70	0·61
Total of all railways ...	1915-16	35,833	159,038	5,29,98,29	64,66,04	32,91,95	31,74,09	50·91	5·99
	1916-17	36,286	163,604	5,35,27,97	70,68,42	33,40,32	37,28,10	47·26	6·96
	1917-18	36,333	157,036	5,41,79,90	77,36,39	35,36,87	41,99,52	45·72	7·75
	1918-19	36,616	158,588	5,49,74,45	86,28,68	41,80,17	44,48,51	48·45	8·09
	1919-20	36,735	162,161	5,66,37,77	89,15,32	50,65,65	38,49,67	56·81	6·80

APPENDIX 9.

Statistical results of working the various classes of railways during the financial year 1919-20.

Class.	Length of line open on the 31st March 1920.	Total capital outlay on open lines to the 31st March 1920, including steam-boat and suspense, in thousands.	Total number of passengers carried, in hundreds.	Total weight of goods carried, in thousands.	Gross earnings, including steam-boat service, in thousands.	Working expenses, including steam-boat service, in thousands.	Net earnings, including steam-boat service, in thousands.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
5′ 6″ gauge.	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	5,863·35	1,35,71,89	89,148,7	17,883	17,86,81	11,35,79	6,51,02	
State lines worked by Companies *a*	9,741·11	2,42,71,93	179,117,2	44,426	42,82,53	23,26,43	19,56,10	
Branch line Company's railway under "guarantee" terms, worked by the main line.	32·04	30,69	584,9	117	7,00	3,50	3,50	
Branch line Companies' railways under "rebate" terms, worked by the main line.	1,159·74	10,32,93	14,037,0	2,147	1,35,36	67,95	67,41	
Company's line subsidized by the Government of India.	206·40	1,96,64	*b* 3,392,0	*b* 919	48,62	22,87	25,75	
District Board lines ...	25·36	19,62	962,3	76	1,96	1,04	92	
Indian State lines worked by the main line.	631·69	4,49,63	*c* 7,952,4	*c* 2,398	79,65	43,97	35,68	
Company's line guaranteed by Indian State.	330·13	5,44,19	2,548,2	1,252	84,75	50,12	34,63	
TOTAL FOR 1919-20 ...	17,989·82	4,01,17,51	297,742,7	69,228	64,26,68	36,51,67	27,75,01	6·92
TOTAL FOR 1918-19 ...	17,994·19	3,86,77,50	269,519,0	71,906	63,12,47	30,05,15	33,07,32	8·55
3′ 3⅜″ gauge.								
State lines worked by the State *d*	1,140·60	18,23,22	12,558,7	2,252	1,86,60	1,10,11	76,49	
State lines worked by Companies *e*	8,402·10	96,76,93	124,156,9	12,455	15,49,66	8,85,74	6,63,92	
Branch line Company's railway under "guarantee" terms, worked by the main line.	50·81	...	Opened	for traffic	on the 30th	March 1920.	...	
Branch line Companies' railways under "rebate" terms, worked by the main line.	122·24	48,43	1,739,6	47	6,84	3,01	3,83	
Branch line Company's railway under "guarantee and rebate" terms.	100·68	1,08,07	1,321,4	92	9,48	4,74	4,74	
Companies' lines subsidized by the Government of India.	1,729·03	12,56,32	*f* 35,893,4	*f* 3,666	1,81,04	82,00	99,04	
Company's line subsidized by Local Government.	86·02	1,21,75	640,0	409	14,80	10,48	4,32	
Unassisted Company's line ...	5·23	16,94	8,7	292	93	38	55	
District Board lines	211·72	1,00,09	5,222,0	265	18,29	10,10	8,19	
Company's line subsidized by District Board.	36·40	33,30	*g*	*g*	6,55	2,05	4,50	
Indian State lines worked by Indian States.	2,122·81	9,55,28	15,507,5	2,187	1,77,79	88,78	89,01	
Indian State lines worked by the main line.	708·52	4,08,05	7,327,4	603	44,34	26,64	17,70	
Company's line guaranteed by Indian State.	391·13	3,30,29	4,184,0	502	65,57	32,25	33,32	
Lines in Foreign territory worked by British Indian Railway Companies.	73·60	2,07,34	1,669,6	272	12,12	7,35	4,77	
TOTAL FOR 1919-20 ...	15,180·89	1,45,86,01	210,229,2	23,042	22,74,01	12,63,63	10,10,38	6·93
TOTAL FOR 1918-19 ...	15,078·49	1,43,67,79	180,216	24,443	21,31,97	10,54,41	10,77,56	7·50

a Includes the Broach-Jambusar (2′ 6″ gauge) railway, in columns 4 and 5, and the Tumsar-Tirodi (2′ 0″ gauge) Light railway, in columns 4 to 8, for which information was not recorded separately.
b Includes the Indian State section of the Jind-Panipat railway.
c Includes the British section of the Bhopal-Itarsi railway.
d Excludes the Aden railway from columns 4 and 5, for which information is not available and the Cawnpore-Burhwal link, from columns 3 to 8, which is included with the Oudh and Rohilkhand railway under 5′ 6″ gauge against "State lines worked by the State."
e Includes the Hindupur (Yesvantpur-Mysore Frontier) railway in colums 4 to 8, but excludes the Lucknow-Bareilly and Tirhoot railways from columns 4 and 5, which are included against "Companies' lines subsidized by the Government of India," also excludes the Alnavar-Dandeli railway from columns 4 to 8, for which information is not available.
f Includes the Bengal Dooars, Lucknow-Bareilly and Tirhoot railways.
g Included with the Bengal Dooars Extensions railway against "Companies' lines subsidized by the Government of India."

APPENDIX 9—*concld.*

Statistical results of working the various classes of railways during the financial year 1919-20.

Class.	Length of line open on the 31st March 1920.	Total capital outlay on open lines to the 31st March 1920, including steam-boat and suspense, in thousands.	Total number of passengers carried, in hundreds.	Total weight of goods carried, in thousands.	Gross earnings, including steam-boat service, in thousands.	Working expenses, including steam-boat service, in thousands.	Net earnings, including steam-boat service, in thousands.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
Special (2′ 6″ and 2′ 0″) gauges.								
State lines worked by the State ...	365·03	3,99,28	1,839,5	431	39,57	38,25	1,32	
State lines worked by Companies *a*	972·17	5,48,95	4,205,6	735	46,27	36,50	9,77	
Branch line Companies' railways under "guarantee" terms worked by the Branch line Company.	168·26	1,22,32	1,970,8	81	7,86	5,49	2,37	
Branch line Company's railway under "guarantee" terms worked by the main line.	8·31	2,60	51,3		16	8	8	
Branch line Companies' railways under "rebate" terms—								
(A) Worked by the Branch line Company.	85·86	44,54	813,3	124	4,75	3,10	1,65	
(B) Worked by the main line *b*	405·87	1,97,37	2,506,3	279	22,09	10,17	11,92	
Companies' lines subsidized by the Government of India.	233·83	1,48,76	2,337,2	402	26,19	11,92	14,27	
Company's line subsidized by Local Government.	51·00	46,67	263,1	62	14,12	9,06	5,06	
Unassisted Companies' lines *c* ...	105·08	18,92	596,5	67	2,11	2,14	—3	
Companies' lines subsidized by District Boards.	271·12	1,14,60	5,595,4	217	20,63	13,30	7,33	
Indian State lines worked by Indian States.	472·61	1,30,29	1,669,2	193	12,66	7,15	5,51	
Indian State lines worked by the main line.	326·41	1,51,63	3,360,3	133	16,75	12,09	4,66	
Company's line guaranteed by Indian State.	38·70	11,60	*d*	*d*	1,47	1,10	37	
TOTAL FOR 1919-20 ...	3,564·25	19,37,53	25,208,5	2,725	2,14,63	1,50,35	64,28	3·32
TOTAL FOR 1918-19 ...	3,543·82	19,29,07	21,894,6	2,521	1,84,24	1,20,61	63,63	3·30
TOTAL OF ALL RAILWAYS FOR 1919-20.	36,734·96	5,66,,37,77	*e* 533,180,4	*e* 94,995	89,15,32	50,65,65	38,49,67	6·80
TOTAL OF ALL RAILWAYS FOR 1918-19.	36,616·58	5,49,74,45	*e* 471,629,5	*e* 98,875	86,28,68	41,80,17	44,48,51	8·09

a *Vide* remark *a* against "State lines worked by Companies" under 5′ 6″ gauge.
b Excludes the Matheran Light railway for which information was not furnished.
c Excludes the Madaya Light railway from columns 3 to 8, for which information was not furnished.
d Includes with the Kolar District railway against "Indian State lines worked by Indian States."
e Includes cross traffic which is excluded from Appendix 6.

APPENDIX 10.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.
1	2	3	4	5	6	7
1	Mileage open at close of the year Miles	35,833	36,286	36,333	36,616	36,735
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . . Rs.	5,29,98,29	5,35,27,97	5,41,79,90	5,49,74,45	5,66,37,77
3	Gross earnings (in thousands of rupees) . . . . . „	64,66,04	70,68,42	77,36,39	86,28,68	89,15,32
4	Gross earnings per mile open . . „	18,041	19,480	21,292	23,565	24,269
5	Gross earnings per mile open per week „	347	375	409	453	467
6	Gross earnings per train-mile . . „	4·07	4·32	4·93	5·44	5·50
7	Total working expenses (in thousands of rupees) . . . . . „	32,91,95	33,40,32	35,36,87	41,80,17	50,65,65
8	Working expenses per mile open . . „	9,185	9,206	9,734	11,416	13,789
9	Working expenses per train-mile . „	2·07	2·04	2·25	2·64	3·13
10	Percentage of working expenses to gross earnings . . . Per cent	50·91	47·26	45·72	48·45	56·81
11	Net earnings (in thousands of rupees). Rs.	31,74,09	37,28,10	41,99,52	44,48,51	38,49,67
12	Net earnings per mile open . . „	8,856	10,274	11,558	12,149	10,480
13	Net earnings per train-mile . . „	2·00	2·28	2·68	2·80	2·37
14	Percentage of net earnings on total capital outlay (item 2) . . Per cent.	5·99	6·96	7·75	8·09	6·80
15	Coaching train-miles (in thousands) Train-miles.	56,364	55,719	44,407	44,117	52,092
16	Goods train-miles (in thousands) . „	62,766	68,083	72,528	74,283	70,061
17	Mixed train-miles (in thousands). . „	34,471	34,874	34,618	34,240	34,169
18	Total, including miscellaneous, train-miles (in thousands) . . . . „	159,038	163,604	157,036	158,588	162,161
19	Unit-mileage of passengers (in thousands) . . . . . Unit-miles	16,528,646	17,846,064	16,204,392	18,039,577	20,614,612
20	Freight ton-mileage of goods (in thousands) . . . . . Ton-miles	17,157,841	19,825,901	21,015,126	22,140,806	20,401,656
21	Average miles a ton of goods was carried . . . . . Miles	207·98	230·08	245·87	242·88	232·33
22	Average rate charged for carrying a ton of goods one mile . . . Pies	4·34	4·01	4·08	4·26	4·43
	Average miles a passenger was carried.					
23	1st class . . . . . Miles	113·18	126·60	124·99	133·83	139·16
24	2nd class . . . . . „	93·44	106·88	96·58	90·64	85·63
25	Intermediate class . . . . . „	50·20	52·17	71·54	75·37	75·85
26	3rd class . . . . . „	36·60	37·56	38·91	40·68	40·73
27	Season and Vendors' tickets . . „	8·52	8·46	8·54	8·81	9·18
28	Total . . . . . „	35·59	36·82	37·66	39·24	39·64
	Average rate charged per passenger per mile.					
29	1st class . . . . . Pies	13·68	13·32	16·58	15·28	16·04
30	2nd class . . . . . „	5·50	5·07	6·76	7·15	7·59
31	Intermediate class . . . . . „	3·16	3·14	4·02	4·17	4·21
32	3rd class . . . . . „	2·29	2·32	2·78	2·86	2·84
33	Season and Vendors' tickets . . „	1·42	1·43	1·50	1·49	1·54
34	Total . . . . . „	2·44	2·48	2·99	3·08	3·09

APPENDIX 11.

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	26	18·69	Reconnoitred in 1916.
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Bagmara-Siju railway ...	A. B. ...	Bagmara to Siju ...	Surveyed in 1913-14.	3′ 3⅜″	15	28·09	Survey on 2′ 6″ and 2′ gauges sanctioned.
		with extension to Jankary	Not ...		6	10·55	
Bishnath railway ...	...	Bishnath steamer Ghat to Tea gardens in Darrang district.	Not ...	2′ 0″	32	9·26	(*a*)
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang ...	Surveyed in 1917.	3′ 3⅜″	17	24·50	
Diphu-Miji Ingling railway	A. B. ...	Diphu to Miji Ingling Lime Stone Field.	Surveyed in 1917.	2′ 0″	16	5·03	
Furkating-Badulipara-Amguri railway.	A. B. ...	Furkating to Amguri *via* Badulipara with a branch to Dhansiri river.	Not ...	3′ 3⅜″	66	...	Survey sanctioned.
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj ... and Shaistaganj to Begamkhan	Surveyed in 1912.	3′ 3⅜″	16	8·35	(*a*) Estimates revised in 1915.
Karimganj Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabchera.	Surveyed in 1916.	3′ 3⅜″	30	17·25	(*a*)
					18	9·31	
Khowang-Lakwa or Amguri railway.	D. S. ...	Khowang to Lakwa or alternative to Amguri *via* Sibsagar.	Not ...	3′ 3⅜″	19	20·31	Reconnoitred in 1917.
					41	40·15	
Nalbari-Tangla railway ...	E. B. ...	Nalbari to Tangla or Tihu to Tangla.	Not ...	3′ 3⅜″	50	...	New project. Reconnaissance sanctioned.
Pandu-Shillong railway ...	E. B. ...	Pandu to Shillong ...	Not ...	2′ 6″	76	60·08	Reconnoitred in 1917. Survey sanctioned.
				2′ 0″	80	43·16	
Sorupeta-Barpeta railway	E.B. ...	Sorupeta to Barpeta ...	Not ...	3′ 3⅜″	12	6·22	Reconnoitred in 1917.
Srimangal-Manumukh railway.	A. B. ...	†Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3′ 3⅜″	23	10·73	(*a*) Estimates revised in 1915.
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chattak.	Surveyed in 1916.	3′ 3⅜″	28	16·68	(*a*)
	A. B. ...	(2) Madhupur to Ishamati	Not ...	3′ 3″	14	29·85	Preliminary survey made in 1917.
		(3) Tarapunji to Therria ghat.	Not ...	3′ 3⅜″	5	4·93	
		(4) Ishamati to Mawlong coal siding.	Not ...	2′ 6″	3	2·21	
		(5) Ishamati to Therria ...	Not ...	3′ 3¼″	6	...	
	A. B. ...	(6) Madhopur to Therria Ghat, *via* Tarapunji.	Not ...	3′ 3⅜″	16	24·42	Preliminary survey made in 1917 and detailed survey sanctioned.
		(7) Tarapunji to Ishamati	Not ...	2′ 6″	2	1·09	
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat ...	Surveyed in 1915.	3′ 3⅜″	24	30·76	Alternative to Sylhet-Dwara railway.
Tangla-Borjuli railway ...	E. B. ...	Tangla to Borjuli ... or Tangla to Rangapara ...	Surveyed in 1905-06.	3′ 3⅜″	48	25·40	Estimates revised and brought up to date in 1915.
				3′ 3⅜″	50	(*b*) 27·84 / (*c*) 25·37	
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...	
Akhaura-Birendranagar railway.	A. B. ...	Akhaura to Birendranagar	...	3′ 3⅜″	15	...	Survey sanctioned in 1919.
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3′ 3⅜″	48	...	(*a*) Reconnaissance sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) With new girders and rails.
(*c*) With second hand girders and rails.
†Srimangal-Maulvibazar section—cost Rs. 6·76 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*contd.*							
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi to Harischandrapur	Not ...	3′ 3⅜″	17	11·58	Reconnoitred in 1916.
Birnagar-Santipur Krishnagar railway	E. B. ...	Birnagar to Krishnagar *viâ* Santipur with an extension to Bhagirathi river opposite Nabadwip.	Surveyed in 1917-18	5′ 6″	25	17·20	Birnagar-Santipur section (8 miles) estimated to cost 5·28 lakhs.
Bongong-Satkhira railway...	E. B. ...	Bongong to Satkhira ...	Surveyed in 1914.	5′ 6″	27	19·18	(*a*) Bongong-Satkhira alignment preferred.
		or Nabharan to Satkhira ...			26	18·41	
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2′ 6″	...	...	(*a*)
Chittagong-Maungdaw-Akyab railway.	A. B. ...	(i) Chittagong to Maungdaw	Not ...	3′ 3⅜″	133	...	Reconnoitred in 1914-15. Survey sanctioned.
		(ii) Maungdaw to Akyab...			77	...	See "Indo-Burma connection railway."
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2′ 6″	34	(*b*)12·78	(*a*)
			Surveyed in 1916.	5′ 6″	34	26·33	
Dacca District railways ...	E. B. ...	(See under "Mymensingh and Dacca districts railways.")	...	...	...	...	
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3 3⅜″	95	105·92	(*a*) Reconnoitred in 1915.
Faridpur-Bhanga railway ...	E. B. ...	Faridpur to Bhanga ...	Surveyed in 1913-14.	5′ 6″	20	26·01	Estimate revised in 1918.
Ghum-Simana Bustee railway	D. H. ...	Ghum to Simana Bustee ...	Not ...	2′ 0″	10	...	Reconnaissance sanctioned.
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed in 1898.	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3⅜″	24	32·81	
Hooghly Bridge connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5′ 6″	8	112·62	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track)		5′ 6″	2	6·86	
Ishurdi-Pabna-Sadhuganj railway	E. B. ...	Ishurdi to Sadhuganj *viâ* Pabna.					
		(1) Direct alignment ...	Surveyed in 1916.	5′ 6″	45	42·99	(*a*)
		(2) Alternative ...		5′ 6″	44	42·67	
				2′ 6″	44	32·00	
Jamalpur-Bakshiganj-Nalitabari railway.	E. B. ...	Jamalpur to Bakshiganj with an extension to Nalitabari.	Surveyed in 1916.	3′ 3⅜″	38	31·69	(*a*)
Jessore-Faridpur Chord railway.	E. B. ...	Jessore to Faridpur ...	Not ...	5′ 6″	58	71·28	Reconnoitred in 1917.
		(i) *Viâ* Magura ...			58	77·75	
		(ii) ,, Boalmari ...					
Jessore-Jhenida railway extensions.	J. J. ...	(i) Jhenida to Kaliganga	Not	2′ 6″	26	19·29	(*a*) Reconnoitred in 1914.
		(ii) Jhenida to Madhumati *viâ* Magura.		2′ 6″	34	23·02	
		(iii) Jessore to Bagmara *viâ* Narail.		2′ 6″	60	65·85	
		(iv) Jhenida to Sulkopa ...	Not ...	2′ 6″	11	...	(*a*) New project. Reconnaissance sanctioned.
Kalimpong Road—Gangtok railway.	...	See under "Sikkim" ...	...	...	...	...	
Kandi branch railway ...	E. I. ...	Nerole to Kandi ...	Not ...	2′ 6″	15	12·86	(*a*) Preliminary survey made. Alternative to Sainthia Khagraghat railway.
Kandi Extension Railways	E. I. and E. B.	(i) Berhampore to Bhairamara.	Not ...	5′ 6″	47	64·13	Reconnoitred in 1917-18.
		(ii) Kandi to Bhairmara ...			63	95·79	
		(iii) Kandi to Halsa ...			62	93·85	
Kholapota-Baduria Branch of Baraset Basirhat railway.	B. B. L. Ry.	Kholapota to Baduria ...	Surveyed in 1918.	2′ 6″	4	(*b*) 1·60	
Khoolna-Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5′ 6″	80	...	Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	55	25·53	(*a*) Estimates revised in 1915.
			Reconnoitred in 1915.	5′ 6″	57	50·00	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BENGAL—*contd.*					Miles.	Lakhs of rupees.	
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur ... and Ulipur to Chilmari ...	Surveyed in 1912-13.	3′ 3⅜″	21	11·76	(*a*) Concession granted.
Magra Hat-Kakdwip railway	E. B. ...	Magra-Hat to Kakdwip ...	Not ...	5′ 6″ 2′ 6″	29	27·95 20·18	Survey on 5′ 6″ gauge sanctioned.
Magra-Hat-Kulpi-Kharee railway.	E. B. ...	Magra-Hat to Kulpi *via* Bistupur with a branch from Bistupur to Kharee.	Surveyed in 1916.	5′ 6″ 2′ 6″	29	32·99 19·99	(*a*)
Midnapore District Feeder railway.	B. N. ...	See remarks	Not ...	...	...	...	(*a*) Traffic and reconnaissance surveys of the area included between the Howrah Khargpur and Khargpur-Vishnupur section of the Bengal Nagpur railway and alignment of the Vishnupur Howrah Chord sanctioned with a view to the framing of proposals for a system of feeder lines for the development of this area.
Mymensingh-Bhairab Bazar Railway Extension surveys.	M. B. ...	(i) Sarachar to Kishoreganj *via* Kathiadi.	Not ...	3′ 3½″	...	...	(*a*) New project. Survey sanctioned.
		(ii) Kishoreganj to Badla (iii) Nilganj to Kendua ... (iv) Kishoreganj to Brahmaputra *via* Nandail.	Not ...	3′ 3½″	50	...	(*a*) New project. Reconnaissance survey sanctioned.
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin					
		(i) Northern route *viâ* Nandanpur.	Surveyed in 1913-14.	3′ 3⅜″	67	66·33	
		(ii) Northern route *viâ* Gangaer.			63	62·57	
		(iii) Southern route *viâ* Kalihati and Elenga.			61	60·50	
		(iv) Southern route *viâ* Bala.			59	60·25	
		Tangail to Singhjani ...	Not ...	3′ 3⅜″	47	37·88	Reconnoitred in 1915.
		Tangail to Bausi ...			41	34·88	
		Tangail to Sarisabari ...			32	30·66	
		Tangail to Aricha ...			41	92·21	
		Dacca to Aricha ...			46	88·21	
		Singhjani to Deopara ...			39	32·98	
		Aricha to Munshiganj with branches to Rajbari, etc.	Not ...	2′ 6″	100	104·97	(*a*) Reconnoitred in 1916.
		Tangi to Singhjani (Jamalpur *viâ* Tangail) :— (*i*) Tangi to Tangail	Surveyed in 1917-18.	3′ 3⅜″	42	46·81	(*a*)
		(*ii*) Tangail to Singhjani			47	42·55	
Mymensingh-Phulpur-Haloo-aghat railway.	E. B. ...	Mymensingh to Phulpur with an extension to Haloo-aghat.	...	3′ 3⅜″	...	...	(*a*) Surveyed in connection with "Jamalpur-Bakshiganj-Nalitabari railway."
Nabharn-Satkhira railway	...	(See under "Bongong-Satkhira railway.")	...	...	...	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur, —or alternative to Abdalpur	Surveyed in 1913. Surveyed in 1914.	5′ 6″ 5′ 6″	57 51	83·98 77·31	Alternative to Nattore-Godagari railway. Cost includes conversion to 5′ 6″ gauge of Nachoul-Godageri metre gauge section.
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, *viâ* Rampur Boalia.	Surveyed in 1910-1911.	5′ 6″	41	53·27	
Netrakona-Mohunganj railway.	M. B. E.	Netrakona to Mohunganj	Surveyed in 1916.	3′ 3⅜′	17	(*b*)14·59	(*a*)
Nuxulbari-Panighatta ry.	D. H. E....	Nuxulbari to Panighatta	Not ...	2′ 0″	10	2·64	(*a*) Reconnoitred in 1915.
Panschura-Tamluk railway	B. N. ...	Panschura to Tamluk ...	Not ...	2′ 0″	14	...	(*a*)
Parbatipur Bonarpara Ry.	E. B. ...	Parbatipur to Bonarpara ...	Surveyed in 1919.	3′ 3⅜″	54	30·50	
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3′ 3⅜″	12	...	Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...			7	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3⅜″	13	4·42	
Purnea and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...	
Raiganj-Eklakhi railway ...	E. B. ...	Raiganj to Eklakhi ...	Not ...	3′ 3⅜″	32	23·85	Reconnoitred in 1917. Further traffic reconnaissance sanctioned.
Rajapur-Srimuddi railway...	A. B. ...	Rajapur to Srimuddi *viâ* Ramchandrapur.	Not ...	3′ 3⅜″	31	26·58	Reconnoitred in 1917. Survey up to Ramchandrapur sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of projects. Projects are arranged under provinces in which situated	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*concld.*							
Sainthia-Bhairamara railway	E. I. ...	(i) Sainthia to Bhairamara *via* Berhampore,	Not ...	5′ 6″	91	115·89	Reconnoitred in 1917.
		or (ii) Sainthia to Bhairamara *via* Kandi,			88	120·56	
		or (iii) Sainthia to Halsa *via* Kandi.			87	118·62	
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2′ 6″	...	...	(*a*)
Sainthia-Naya Dumka railway	E. I. ...	Sainthia to Naya Dumka ...	Surveyed in 1915-16.	2′ 6″	41	31·99	(*a*)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3′ 3⅜″	54	53·35	(*a*)
Santahar-Dinajpur railway.	E. B. ...	Santahar to Dinajpur ...	Not ...	5′ 6″	60	...	Reconnaissance sanctioned.
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	5′ 6″ / 3′ 3⅜″	36	...	(*a*) Survey sanctioned.
Sirajganj-Mymensingh railway.	S. S. ...	Sirajganj to Mymensingh	Not ...	...	...	...	Survey of left bank of the Jamuna opposite Sirajganj sanctioned.
South Karanpura Coal field railway.	...	See under "Bokharo and Ramgarh coal field railway" in Bihar and Orissa.	...	...	...	...	
Tangi-Tangail Singhjani (Jamalpur) railway.	E. B. ...	See "Mymensingh and Dacca Districts railways."	...	...	...	...	
Udairampur Raipur railway	K. F. ...	Udairampur to Raipur ...	Not ...	2′ 6″	9	...	New project. Reconnaissance sanctioned.
Vishnupur-Calcutta chord railway.	B. N. ...	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5′ 6″	76	181·03	
BIHAR AND ORISSA.							
Bariarpur-Jamooee railway	E. I. ...	(i) Bariarpur to Gaighat and	Not ...	5′ 6″ / 2′ 6″	18	12·04 / 9·47	Reconnoitred in 1915.
		(ii) Gaighat to Jamooee ...		5′ 6″ / 2′ 6″	18	13·64 / 8·81	
Barsoi-Harischandrapur railway.	...	(See under Bengal) ...	...	...	...	...	
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915.	5′ 6″	29	25·55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Baus opened on 1st October 1911.
		or Bhagalpur to Ahmadpur ...					
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfield railway.	B. N. ...	(i) Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Section from Mohuda to Berme (flag station) 22 miles opened.
		(ii) Leiyo to South Karanpura coalfield.	Not ...	5′ 6″	40	...	Survey sanctioned.
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur to Jaintgarh *vid* Chaibasa.	Surveyed in 1916.	2′ 6″	56	26·80	(*a*)
Dinajpur and Purnea Districts railways.	...	See under "Purnea and Dinajpur District railways"	...	...	...	...	
Gorakhpur and Champaran Districts railways.	...	(See under United Provinces)	...	...	...	...	
Gya-Makhdumpur-Jehanabad railway.	E. I. ...	Gya to Jehanabad *vid* Makhdumpur with a branch from Mau to Daudnagar.	Not ...	2′ 6″	61 / 26	... / ...	(*a*)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	22	(*b*)12·80	(*a*)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2′ 6″	41	14·58	(*a*)
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	Reconnoitred.
Jagatpur-Kendrapara railway.	B. N. ...	Jagatpur to Kendrapara ...	Surveyed in 1917.	2′ 6″	33	15·53	(*a*)
Kolhan and Keonjhar railway.	B. N. ...	(i) Amda *vid* Chaibasa to a point in the neighbourhood of Jamda with a branch	Surveyed in 1918-19.	5′ 6″	68	73·17	Construction of (i) sanctioned.
		(ii) from Maluka on (i) to Jaitagarh.			7	6·25	
		(iii) Best alignment to serve the iron ore deposits to the south of Jamda, with the town of Keonjhur as a final objective.	Not ...	5′ 6″	...	...	Reconnaissance sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Cost on 2′ 6″ gauge, excluding land, is Rs. 10·39 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of projects. Projects are arranged under provinces in which situated	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BIHAR & ORISSA— *contd.*					Miles.	Lakhs of rupees.	
Laheriasarai Singhia Shakarpura extension.	B. and N. W.	Laheriasarai to Shakarpura	Not ...	3′ 3⅜″	...	...	
Lohardaga extension railway.	B.N. ...	Lohardaga to Venkatnagar.	Not	5′ 6″	232	308·73	Reconnoitred in 1915.
		With a branch from Patua to Donganara.	Not	5′ 6″	103	173·13	Reconnoitred in 1915.
Lohardaga-Netarhaut railway.	B. N. ...	Lohardaga to Netarhaut ...	Surveyed in 1917-18.	2′ 6″	33	16 39	
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	
Manharpur Coalfield railway	B. N. ...	Manharpur to a point in south Karanpur coalfield.	Not ...	5′ 6″	200	...	New project. Reconnaissance sanctioned.
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3⅜″	38	32·70	
Purnea and Dinajpur Districts railways.	E. B. ...	(*i*) Kasba to Kissengunge with branch from Kutti to Sikti.	Not ...	3′ 3⅜″	33 44	31·69 30·97	
		(*ii*) Arariya to Thakurgunge with branch from Joki to Sikti.	Not ...	3′ 3⅜″	49 22	39·05 14·00	Reconnaissance made in 1914.
		(*iii*) Arariya to Sikti and Garbandanga.	Not ...	3′ 3⅜″	44	35·89	Reconnaissance made in 1914.
	D. H. ...	(*iv*) Thakurgunge to Sikti	Surveyed in 1915.	3′ 3⅜″ 2′ 0″	49 49	36·90 27·80	(*a*) In substitution of Kutti-Sikti and (*ii*) and (*iii*).
	E. B. ...	(*v*) Raiganj to Titalia and to Siliguri.	Not ...	3′ 3⅜″*	79	44·06	Reconnoitred in 1914.
	D. H. ...	Thakurganj to Bahadarganj and *vid* Joki Hat and Arariya to Utahura (near Arariya Road).			54	24·30	
		Itahura to Kamalpur and Kursela.			58	21·30	
		Branches— (*i*) Bahadarganj North to Gardhandanga.	Not ...	2′ 0″	16	5·60	Reconnoitred.
		(*ii*) Joki Hat to Kauri (Sikti).	Not ...	2′ 0″	22	8·80	Reconnoitred.
		(*iii*) Chahatpur to Kalpin Bebeganj (Phulbari on map).	Not ...	2′ 0″	11	3·85	Reconnoitred.
		(*iv*) Pothimar Jagir to Kissenganj.	Not ...	2′ 0″	13	5·55	Reconnoitred.
		Alternatives to the above— (*i*) Kursela to Kasba *vid* Sarsi.			49	21·40	
		(*ii*) Kasba to Kissenganj			36	18·00	
		(*iii*) Branch to Bahadarganj Tulsia to near Garbandhanga.	Not ...	2′ 0″	24	8·40	Reconnoitred.
		(*iv*) Branch from near Kasbir Amur to Kuari.	Not ...	2′ 0″	33	13·20	Reconnoitred.
		(*v*) Aluabari (Islampur) to Dinajpur *via* Lahari and Nischintipur.	Not ...	2′ 0″	56	19·60	Reconnoitred.
	D. H. Extension.	Islampur to Siliguri *vid* Titalia.		3′ 3⅜″	36	...	Detailed survey sanctioned.
		Titalia or Ramgunje to Jalpaiguri.	Not ...	3′ 3⅜″	22	...	†For converting the line from 2 feet to metre gauge.
		Kissengunge to Islampur.†		3′ 3⅜″	18	...	
		Islampur to Dinajpur *vid* Lahoree Hat with a branch from Lahoree Hat to Haldibari.		2′ 0″	89	...	Reconnaissance sanctioned.
		Pochagarh to Dinajpur *vid* Bodachakla Nischintipur and Bochagunge.	Not ...	3′ 3⅜″	55	...	Detailed survey sanctioned.
		Kissengunge to Nekunurd.	Not ...	3′ 3⅜″	20	...	Detailed survey sanctioned.
		Pirgunge to Bochagunge.	Not ...	3′ 3⅜″	8	...	Detailed survey sanctioned.
Sainthia-Naya Dumka railway.	...	(See under Bengal) ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	48	30·62	To connect Raipur-Vizianagram with Sambalpur Khurda.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* With second hand bridge and permanent-way materials.
† With second hand bridge and permanent-way materials.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

NAME OF PROJECTS. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BIHAR & ORISSA— *contd.*					Miles.	Lakhs of rupees.	
South Karanpura Coalfield railway.	...	See under "Bokharo and Ramgarh Coalfield Railway."	...	...	...	...	
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3⅜″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea railway	E. B. ...	Thakurgaon to Purnea ...	Not ...	3′ 3⅜″	...	...	
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2′ 6″	12	...	(a)
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	
BOMBAY.							
Ahmadnagar and Nasik District railway.	G. I. P. ...	(i) Nasik city to Belapur.	...	2′ 6″ 3′ 3⅜″ 5′ 6″	77	41·95 49·41 45·85	(a) Reconnoitred in 1916.
		With a branch from Wavee to Sangamner.	Not ...	2′ 6″ 3′ 3⅜″ 5′ 6″	17	8·63 9·98 9·26*	
		(ii) Belapur to Sheogaon.		2′ 6″ 3′ 3⅜″ 5′ 6″	45	21·29 26·14 26·01	
Ahmedabad-Kapadvanj railway.	B. P.	See remarks	...	...	...	...	Survey of the area between Kapadvanj-Dasalwad section of the Nadiad-Kapadvanj railway on the one side and Ahmedabad-Narode section of the Ahmedabad Parantij railway on the other sanctioned.
Ambaji-Taranga railway ...	B. B. & C. I.	From Varetha to Saukar Mauli Ambaji.	Surveyed in 1910-12.	2′ 6″	32	22·20	Construction of the first 16 miles to Samia by a private company sanctioned in 1911. Estimated cost revised in 1914.
Andheri tramway ...	B. B. & C. I.	Andheri to Vesava ...	Surveyed	3′ 3⅜″	3	1·11	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3⅜″	31	24·42	
Baramati-Baura railway ...	...	(See under Dhond-Baramati extensions.)	...	...	...	...	
Baramati-Pandhera railway	...	(See under Dhond Baramati extensions.)	...	...	...	...	
Bassein-Agashi-Virar railway	B. B. & C. I.	Bassein Road Station through Bassein Town and Agashi to Virar, with a branch to Bassein Bundar or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bundar and Agashi.	Surveyed in 1916.	2′ 3″	17 16	8·69 8·15	(a)
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, *vid* Saundatti and Alagwadi or *vid* Saundatti and Nargund.	Surveyed in 1913-14.	3′ 3⅜″	87 91	50·12 52·81	
Bijapur-Talikote railway ...	M & S. M.	Bijapur to Talikote *vid* Hipparji *or alternative vid* Begavadi.	Not ...	3′ 3⅜″	60 46	27·00 21·00	(a)
Bombay-Sind Connection railway.	B. B. & C. I. B. & N. W.	Vjramgam or other point on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5′ 6″	...	...	
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial *vid* Dharmpur.	Surveyed in 1912-14	2′ 6″	24	9·50	(a)
Chinchli-(Kudchi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudchi to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3⅜″	75	49·73*	52 miles will be in Indian States.
Chinchwad-Narayangaon railway.	G. I. P. ...	Chinchwad to Narayangaon	Not ...	5′ 6″	38	...	Alternative to Talegaon-Manchur railway.
Chota Udaipur-Kuksi railway	B. B. & C. I.	Chota Udaipur to Kuksi ...	Not ...	2′ 6″	57	22·23	Reconnoitred in 1906 as part of Bodeli-Barwaha railway.
Dassalwada-Bahiel railway	N. K. ...	Dassalwada (on Nadiad-Kapadvanj railway) to Bahiel *vid* Atersumba.	Not ...	2′ 6″	12	...	Question of constructing a railway from some other point on Nadiad-Kapadvanj railway to Ahmedabad or Narode under consideration.
Dhrangadhra State railway extension.	...	Halwad to Malia ...	Surveyed in 1902.	3′ 3⅜″	25	...	
Deesa-Tharad railway ...	B. B. & C. I	Deesa to Tharad with branches. (i) Diodar to Radhanpur ... (ii) Abasana to Suigam ...	Surveyed in 1900.	3′ 3⅜″	101	28·66	(a) Extension of Palanpur-Deesa railway. Deesa-Diodar section (28 miles) costs 7·98 lakhs and Diodar-Tharad section (33 miles) costs 9·44 lakhs.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
*With second hand bridge and permanent way materials.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BOMBAY—*contd.*					Miles.	Lakhs of rupees.	
Dhandhuka-Botad extension railway.	B.B. & C. I. & B.N.G.	Dhandhuka to Botad *viâ* Bhimnath	Surveyed in 1914.	3′ 3⅜″	29	12·18	Earthwork sanctioned as measure of famine relief.
		or Dhandhuka to Botad *viâ* Sundariana.			25	10·53	
Dhond-Baramati Extensions railway.	G. I. P.	Baramati to Baura ...	Survey in 1915.	2′ 6″	35½	18·77	
		Baramati to Pandhera ...	Not ...	2′ 6″	7	—...	
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi ...	Surveyed in 1905-1906.	3′ 3⅜″	34	18·75	
Guzerat Feeder railways ...	B.B.&C.I.	1. Amod to Palej ...	Not...	2′ 6″	...	...	Reconnoitered in 1920.
		2. Bardoli to Kadod ...					
		3. Barejedi to Rardhu *viâ* Bareja Naika.					
		4. Bhalaj to Ahima *viâ* Od Sili.					
		5. Boriavi to Pansora *viâ* Chakalasi Wansol.					
		6. Boriavi to Wadtal ...					
		7. Broach to Lucara *viâ* Samni Dehej.					
		8. Bulsar to South Dange *viâ* Khergam.					
		9. Dharampur to Mandwa					
		10. Dohad to Ali-Rajpur ...					
		11. Dohad to Jhalod ...					
		12. Dohad to Kundanpur ...					
		13. Halol to Bahadurpur *viâ* Goraj.					
		14. Jhalud to Kushalgarh...					
		15. Kaira to Mahuda *viâ* Mehmedabad.					
		16. Kalka-Amba to Waghai					
		17. Kim to Mandwi ...					
		18. Nadiad to Chunel *viâ* Salun Moholel.					
		19. Bardi to Ghiwal ...					
		20. Sayan to Bhagwa *viâ* Olpad.					
		21. Shivrajpur to Bodeli ...					
		22. Umreth to Sandalpur *viâ* Bechri Sureli.					
		23. Vasad to Khambolaj *viâ* Saresa.					
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar.
Haveri-Havanur ...	M. & S. M	Haveri to Havanur ...	Not ...	3′ 3⅜″ / 2′ 6″	22	...	Survey sanctioned.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami ... and Sami to Radhanpur ...	Not ...	3′ 3⅜″ / 5′ 6″	...	...	Proposed by Baroda Durbar.
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi *viâ* Kalghatgi and Mundgad	Not ...	3′ 3⅜″ / 2′ 6″	68	...	(*a*) Reconnaissance sanctioned.
Indore-Dohad railway ...	...	(See under Central India)...	...	...	...	...	
Jambusar Kavi Railway ...	B. B. and C.I. Ry.	Jambusar to Kavi ...	Not ...	...	...	...	Traffic investigation carried out in 1920.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
*Includes cost of junction arrangements.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, *vid* Khambalia, with Khambalia-Salaya branch.	Surveyed in 1911.	3′ 3⅜″	86 9	... ...	Proposed by Navanagar Durbar. The line lies partly in Navanagar State and partly in Baroda.
	G. P. ...	(*i*) Porbandar to Kurunga (*ii*) Khambalia to Wadala or Jamjodhpur.	Not ...	3′ 3⅜″	...	...	The portion in Navanagar State is 75 miles in length and is estimated to cost 40·88 lakhs. Resurvey sanctioned. The portion in Baroda has been sanctioned for construction. Reconnaissance of (i) and (ii) sanctioned.
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan *vid* Kodinar.	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar Survey sanctioned.
Jeur (or Poplaj)-Kharda railway.	G. I. P. ...	Jeur (or Poplaj) to Kharda	Not ...	2′ 6″	40	...	(*a*)
Jhansi-Manmad railway ...	...	See under Central India.	...	...	...	...	
Junagad railways ...	J. N. D....	(*i*) Talala to Visvadar *vid* Sasan. (*ii*) Una to Timbi ... (*iii*) Una to Naval Bandar	Not ...	3′ 3⅜″	...	...	Proposed by Junagad Durbar Survey sanctioned.
Kalol-Viramgam railway ...	B.B. & C.I.	Kalol to Viramgam ...	Not ...	3′ 3⅜″	29	...	Proposed by Baroda Durbar, but abandoned for the present.
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(*i*) Kalyan to Karjat, *vid* Taloja and Chowk.	Surveyed in 1907-1908.	2′ 0″ 2′ 6″	40	15·22 16·17	(*a*)
		with Taloja-Sarsola branch, *vid* Belapur.		2′ 0″ 2′ 6″	9	2·57 2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″ 2′ 6″	37	12·33	Reconnoitred in 1907-08.
		(*ii*) Diva station to Panvel with branch from Taloja to Belapur.	Surveyed in 1915-16.	2′ 6″ 5′ 6″	21	20·20 19·47*	(*a*) Preferred to (*i*).
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa *vid* Baad.	Surveyed in 1912-1913.	2′ 6″	40	14·74	(*a*) Concession granted.
Karad-Chiplun-Ulva railway	M. & S. M.	Karad to Ulva *vid* Chiplun	Not ...	3′ 3⅜″	202	...	Survey sanctioned in 1919.
Khadro-Pritamabad extension.	M. K. K.	Khadro to Pritamabad ...	Surveyed in 1915.	3′ 3⅜″	5	1·17	(*a*) Postponed indefinitely.
Khijadia-Dhari railway extension.	K. D. ...	Dhari to Visvadar ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Koregaon-Satara railway ...	M. & S.M.	Koregaon to Satara ...	Surveyed in 1911 and again in 1917.	3′ 3⅜″	12	9·41	
Kunkavao-Bigasara railway	G. P. ...	Kunkavao to Bigasara ...	Not ...	...	...	...	Proposed by Gondal Durbar.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″	5	6·07	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed in 1902.	5′ 6″	70	7·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
					22	8·87	(*a*) Concession granted.
Lunavada-Sunth Rampur railway.	G. I. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2′ 6″	21	13·29	(*a*)
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satara.	Surveyed in 1913.				
Meghraj Dungarpur railway Modassa-Dungarpur railway	...	(See under Rajputana) ...	...	...	...	...	
Modassa-Meghraj railway...	N. K. ...	Modassa to Meghraj ...	Surveyed in 1916.	2′ 6″	15	5·23	(*a*)
Moha (Mahuva)-Bardoli railway.	B.B. & C.I	Moha (Mohuva) to Bardoli	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Mumbra-Panvel-Belapur railway.	...	(See under "Kalyan-Belapur-Panvel-Karjat Light railway.")	...	...	...	...	
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej, Vasu and Matar.	Surveyed in 1913-14.	2′ 6″	17	8·05	(*a*) Portion from Vasu to Piej constructed. Earthwork sanctioned as a measure of famine relief.
Nevasa-Nasik railway ...	...	(See "Ahmednagar and Nasik District railway.")	...	...	...	...	
Nipani branch railway ...	M. & S. M.	(*i*) Chinchli route ... (*ii*) Raibag route ...	Surveyed in 1912-13.	3′ 3⅜″	35 32	22·96 22·09	(*a*)
		(*iii*) Shirol Road route ...	Do.		35	25·71	
		(*iv*) Raibag (direct) route...	Reconnoitred in 1915.	3′ 3⅜″	31	20·12	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* With second-hand permanent-way materials.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Surveyed in 1917.	2′ 6″	83	59·57	Concession to Barsi Light railway granted.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda *vid* Amalner.	Not ...	5′ 6″	28	...	(*a*)
Patanwala Branch of Gondal Porbandar railway.	G. P. ...	Jam Jodhpur to Patanwal...	Not ...	...	...	...	Proposed by Gondal Durbar.
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2′ 6″	60	...	(*a*) Alternative to Jeur (Poplaj) Kharda railway.
Secunderabad-Gadag railway	...	(See under Hyderabad) ...	...	...	...	...	
Sidsar Patan railway ...	Gondal ...	Sidsar to Patan ...	Not ...	3′ 3⅜″	...	...	New project proposed by Gondal Durbar.
Songhad-Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Talegaon Manchar railway	G. I. P. ...	(*i*) Talegaon to Khed ...	Surveyed in 1912, resurveyed in 1913.	2′ 6″	22	17·58	(*a*)
		(*ii*) Khed to Manchar ...	Not ...	...	8	...	
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur *vid* Balasinor.	Surveyed in 1913-14.	2′ 6″	34	12·99	(*a*)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2′ 6″	42	19·81	(*a*)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana *vid* Anklao Borsad, Bochasan, Virsad and Ras.	Surveyed in 1917.	5′ 6″	26	19·09	Proposed by the Government of Bombay.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3′ 3⅜″	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Viramgam-Radhanpur railway.	B. B. & C. I.	Viramgam to Sami ... and Sami to Radhanpur ...	Surveyed in 1907-09.	5′ 6″	45 15	59·40 43·64	(*a*) Estimates revised in 1917.
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3⅜″	28	11·68	(*a*)
Aungban-Heho railway ...	B. ...	Aungban to Heho ...	Surveyed in 1910.	3′ 3⅜″	18	16·27	Estimate revised in 1915. This is an extension of the Southern Shan States railway.
Bhamo-Momain (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2′ 6″	122	127·52	Reconnoitred in 1905-06.
Indo-Burma connection railway.	A. B. & B. ...	(*i*) Chittagong-Akyab-Minhla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3⅜″	450	700·00	(*i*) Survey of Chittagong Akyab section sanctioned.
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(*iii*) Makum to Mogaung ... (Hukong valley route.)			284	383·00	Preliminary survey of the Hukong Valley route sanctioned.
		(*iv*) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
		(*v*) Chittagong-Pyinmana...	Surveyed in 1914-15.	3′ 3⅜″	598	923·08	(*a*) Including 132 miles of ferry Reconnoitred in 1914-15. See "Pyinmana. Magwe railway."
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908.	3′ 3⅜″	8	4·79	
			Resurveyed in 1916			2·77*	
Lower Burma railways ...	B. ...	(*i*) Ye to Tavoy and to steamer anchorage.	Not ...	3′ 3⅜″	125	72·03	Reconnoitred in 1912.
		(*ii*) Tavoy to Amya, *vid* Myitta.			137	72·03	
		(*iii*) Moulmein to Three Pagodas.			108	59·02	
		(*iv*) Ye to Three Pagodas...			54	58·51	
		(*v*) Moulmein to Amherst	Not ...	2′ 6″	56	21·98	Reconnoitred in 1913.
		(*vi*) Moulmein to Chaungwabyin.			235	93·91	
		(*vii*) Chaungwabyin to Mergui			161	64·46	
		(*viii*) Mergui to Karathuri			139	111·81	
		(*ix*) Karathuri to Victoria point.			89	47·54	
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908-1910.	3′ 3⅜″	10 13	5·40 6·27	(*a*)
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3′ 3⅜″	78	100·19	
Moulmein-Ye railway ...	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed in 1906.	3′ 3⅜″	94	83·32	Survey of Moulmein-Panga section sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* Cost of the line if built alongside the road.
‡ Including rolling stock.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL INDIA.							
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3⅜″	67	53·30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Magwe	Surveyed in 1907-1908. / Resurveyed in 1918.	3′ 3⅜″	67 51	69·63 60·5	Proposed in 1905 as a famine relief work. First 17 miles from towards Magwe since sanctioned for construction.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin *vid* Letkobin.	Surveyed in 1899.	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu railway ...	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai Namtu railway	B ...	TaHapalai (on Lashio Branch to Namtu.	Surveyed in 1919.	3′ 3⅜″	36	*167·12	New project proposed by Burma corporation.
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chota Udaipur section (24 miles) sanctioned, and of Chota-Udaipur-Kuksi section under consideration.
Godhra-Kuksi railway ...	B. B.& C. I	Godhra to Kuksi *vid* Baria	Not ...	2′ 6″	97	...	Proposed by Baria Durbar.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5′ 6″	107	276·78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Chhatarpur-Rajgarh railway	G. I. P. ...	Chhatarpur to Rajgarh ...	Not ...	2′ 6″	24	...	Reconnaissance sanctioned.
Chhatarpur-Bijawar railway	G. I. P. ...	Chhatarpur to Bijawar ...	Not ...	2′ 6″	20	...	
Damoh-Amanganj railway...	...	(See under C. P.) ...	...	...	...	...	
Garotha-Mau-Ranipur-Madaura-Tehri-Lalitpur Railways.	G. I. P. ...	(i) Mau-Ranipur north to Gursarai	Not ...	2′ 6″	28	13·89	Reconnoitred.
		(ii) Mau-Ranipur south to Lalitpur *viâ* Mahroni.			84	40·44	
		(iii) Mahroni to Madaura Branch.			14	7·02	
		Alternatives (iv) Mau-Ranipur north to Garotha.			25	12·56	
		(v) Mau-Ranipur south to Lalitpur *viâ* Banpur and Mahroni			86	43·01	
Indore-Dhar railway ...	B. B. &C.I	Indore to Dhar ...	Not ...	3′ 3⅜″	40	...	(*a*) Forms part of Indore-Dohad railway.
Indore-Dhulia railway ...	G. I. P. & B.B. & C.I.	Indore to Dhulia *viâ* Mhow Manpur and Sendhwa.	Not ...	5′ 6″	163	...	Proposed by Indore Durbar in preference to Indore Dohad railway.
Indore-Dohad railway ...	B. B. & C. I	Indore to Dohad or Anas...	Not ...	5′ 6″	120	...	
Jhansi-Manmad railway ...	G. I. P.	Jhansi to Manmad via Biaora Indore, Mhow, Khalghat and Sundura.	Not ...	5′ 6″	464	...	New project.
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2′ 6″	100	...	Proposed by Indore Durbar.
Mhow-Barnagar Railway ...	B. B. and C. I.	(i) Mhow to Sirdarpur, and	Not...	3′ 3⅜″	...	...	New project proposed by Gwaliar-Durbar. Survey sanctioned.
		(ii) Sirdarpur to Barnagar.		2′ 6″	...	...	
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Neemuch-Pachpahar-Chhabra railway.	G I. P. & B. B. & C. I.	(i) Neemuch to Pachpahar	Not ...	3′ 3⅜″	61	42·38	Proposed by Jhalawar Durbar Pachpahar-Jhalarpatan section is alternative to Kotah Durbar's Srichhatarpur-Jhalarpatan-Arnia section. Reconnoitered.
		(ii) Pachpahar to Jhalarpatan.		5′ 6″	26	26 52	
		(iii) Jhalarpatan to Chhabra.		5′ 6″	60	63·36	
		Feeder Railways— (i) Baran to Etwah ...	Not ...	2′ 6″	30	12 99	
		(ii) Baran to Aklera with a branch to Sangod.			62	30·38	
		(iii) Aklera to Manohar Thana.			19	9·36	
		(iv) Jhalarpatan to Salamatpur with a branch from Barasia to Sironj.			174	91·81	
		(v) Jhalarpatan to Ujjain.			99	34·88	
Nowgong-Chhatarpur railway	G. I. P. ...	Nowgong to Chhatarpur ...	Not ...	2′ 6″	17	...	Reconnaissance sanctioned.
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″ / 5′ 6″	32	10·27 / 18·60	(*a*) Concession granted.
Ujjain-Sonkach Railway ...	G. I. P. ...	Ujjain to Sankach *viâ* Dewas	Not ...	3′ 3⅜″ / 2′ 6″	...	...	New project proposed by Gwalior Durbar. Survey sanctioned.
Ujjain-Susner Railway ...	G. I. P. ...	Ujjain to Susner *viâ* Agar.	Not ...	3′ 3⅜″ / 2′ 6″	...	...	New project proposed by Gwalior Durbar. Survey sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
*Excluding Rolling stock.

APPENDIX 11—*contd.*

Railway and tramways projected up to the 31st March 1920.

Name of Project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Esti. mated cost.	Remarks.
1	2	2	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL PROVINCES.							
Akola-Akot-Hiwarkhed railway.	G. I. P. ...	Akola to Hiwarkhed *via* Akot and Argaon.	Not ...	5′ 6″	45	...	Reconnaissance sanctioned.
Akola-Basim railway ...	G. I. P. ...	Akola to Basim ...	Not ...	5′ 6″	60	...	Reconnaissance sanctioned.
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-07.	5′ 6″	70	5·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(See under Hyderabad.)	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-08.	2′ 6″	153	101·74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-07.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Damoh-Amanganj railway	G. I. P. ...	Damoh to Amanganj *via* Hatta.	Not ...	2′ 6″	60	29·26	Reconnoitred.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *viâ* Bastar, comprising—					Reconnaissance survey made in 1912. Detailed survey for a line from Drug *vid* Bastar and Jeypur to Kottavalasa sanctioned.
		(1) Dhamtari to Jagdalpur					
		by (*a*) Western route ...			182	51·28	
		by (*b*) Central route			152	49·04	
		by (*c*) Eastern route *viâ* Kondagaon.	Not ...	2′ 6″	145	45·35	
		by (*d*) Eastern route direct			137	43·30	
		(2) Jagdalpur to Jeypur ...			52	13·31	
		(3) Jeypur to Salur			117	73·41	
Ellichpur-Chandur railway	...	(See Murtazapur-Ellichpur railway extension).					
Khamgaon-Chickhli railway	G. I. P. ...	Khamgaon to Chickhli ...	Surveyed in 1915.	2′ 6″ 5′ 6″	30	23·88 32·20	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Donganara ...	Surveyed in 1914	5′ 6″	22	12·50	
Lohardaga extension ...	...	(See under Bihar and Orissa.)	...	...	...	...	
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar *vid* Buldana and Chickhli.	Not ...	...	62	...	(*a*) Reconnaissance proposed. Alternative routes.
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar *via* Buldana and Chickhli.	Not ...	...	73	...	(*a*) Reconnaissance proposed. Alternative routes.
Murtazapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur ...	Surveyed in 1917.	2′ 6″	19	4·17	
Murtazapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wun ...	Surveyed in 1916.	2′ 6″	72	40·43	(*a*)
		(2) Darwa to Pusad ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
		(3) Takli to Edlabad ...			30		
Pachora-Jamner extension railway.	G. I. P. ...	(See Moigaon-Mehkar railway.)	...	...	...	...	
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct,	Surveyed in 1909-10	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
ambalpur-Khurda railway	...	(See under Bihar and Orissa.)	...	...	...	...	
Venkatanagar-Korea Coalfields railway.	B. N. ...	Venkatanagar to Korea coalfield.	Not ...	5′ 6″	85	...	Survey sanctioned.
Warora-Pisgaon railway ...	G. I. P. ...	Warora to Pisgaon *via* Rajur.	Not ...	5′ 6″	14	...	Survey sanctioned.
COORG.							
Coorg District railway ... (British Section).	M. & S. M.	(*i*) Mysore frontier to Sidapur bridge station.	Surveyed in 1917.	3′ 3⅜″	27	22·56	Called "Cauvery line
		(*ii*) Mysore frontier to Gattathella station.			26	22·31	Called "Lakshman Tirtha line".
Coorg Forest tramways ...	M. & S. M.	(*i*) Hosapatna to Nagarhole.	Surveyed in 1917.	2′ 0″	42	11·98	
		(*ii*) Makut to Kekkapole.			7	4·05	
HYDERABAD.							
Balharshah extension railway	G. I. P. & N. G. S.	Balharshah to Kazipet, *viâ* Sirpur, Tandur and Pedapali.	Re-surveyed in 1910.	5′ 6″	149	*151·97	This project supersedes the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905	2′ 6″	107	42·26	
Gadwal-Kurnool railway ...	M. & S.M.	Gadwal to Kurnool ...	Surveyed in 1915.	3′ 3⅜″	...	...	New project. Proposed by H.E.H. Nizam's Government. Estimates being revised. Gadwal is on "Secunderabad Gadag railway."
Khamgaon-Chickhli railway	...	(See under Central Provinces.)	...	...	...	...	

Excluding rolling-stock.

* (*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
CENTRAL PROVINCES —*concld.*					Miles.	Lakhs of rupees.	
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag *vid* Raichur.	Surveyed in 1913-14.	3′ 3⅜″	292	217·62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab). ...	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Attur-Chinnasalem railway.	S. I. ...	Attur to Chinnasalem ...	Surveyed in 1913-14.	3′ 3⅜″	20	8·86	
Attur-Tirumondurai railway	S. I. ...	Attur to Tirumondurai	Surveyed in 1913-14	3′ 3⅜″	32	12·73	Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway		Attur to Perambalur		3′ 3⅜″	33	14·21	
Bangalore-Hosur railway ...	...	(See under Mysore) ...	...	...	...	...	
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cocanada-Kotipalle railway	M. & S. M.	Cocanada to Kotipalle ...	Surveyed in 1916.	3′ 3⅜″	29	29·25	(*b*)
				5′ 6″	27	35·59	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talimanaar	Not ...	3′ 3⅜″	22	110·91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	108	66·52	(*a*) Pollachi-Palghat section re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I. ...	Erode to Satyamangalam ...	Surveyed in 1909-1911.	3′ 3⅜″	41	18·31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.
Gopalpuram-Berhampore-Russell Konda railway.	B. N. ...	Gopalpuram to Surada *vid* Berhampore and Russell konda.		5′ 6″	76	64·59	Proposed by District Board of Ganjam.
				2′ 6″		48·07	
		Gopalpuram to Russel Konda *vid* Berhampore.	Surveyed in 1916.	5′ 6″	58	49·54	
				2′ 6″		36·51	
		Berhampore to Russell Konda.		5′ 6″	49	43·70	
				2′ 6″		32·16	
Guddivada-Nidadavolu railway.	M. & S. M.	(i) Guddivada to Bhimavaram.	Surveyed in 1913.	5′ 6″	41	35·30	Proposed by District Board of Kistna.
				3′ 3⅜″		25·14	
		(ii) Nidadavolu to Narsapur *vid* Bhimavaram.		5′ 6″	47	45·94	
Guntur-Macherla railway ...	M. & S. M.	Guntur to Macherla *via* Gurzala.	Surveyed in 1916.	3′ 3⅜″	80	46·77	
Hassan-Mangalore railway	...	(See under Mysore) ...	...	...	...	...	
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	8·79	(*a*) Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kollengode Trichur railway.	S. I. ...	Kollengode to Trichur ...	Not ...	3′ 3⅜″	41	31·50	Reconnoitred in 1917.
Madura-Bodinayakkanur railway.	S. I. ...	Madura to Bodinayakkanur *via* Theni.	Surveyed in 1913-14.	3′ 3⅜″	55	25·78	Proposed by District Board of Madura.
Mangalore-Panimangalore railway.	S. I. ...	Mangalore to Panimangalore	Surveyed in 1916.	3′ 3⅜″	14	13·42	
				2′ 6″		10·69	
Mannargudi-Tiruturaipundi railway.	S. I. ...	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	3′ 3⅜″	16	10·52	
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangod-Devala Railway.	...	(See under Mysore) ...	...	...	...	...	
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Ollapalem-Kanigiri railway.	M. & S. M.	Ollapalem to Kanigiri *vid* Singarayakonda.	Surveyed in 1917.	3′ 3⅜″	47	34·49	Proposed by Nellore District Board.
		Alternative route— (Southern entry into Singaraya Konda from Kanigiri.)	Ditto ...	3′ 3⅜″	46	34·28	

(*b*) With second hand 41-lb. rails cost will be 26·56 and with second hand 75-lb. rail 320 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*contd.*							
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	Padalam or Madurantakam alternatively to Arni.	Not ...	3′ 3⅜″	60	...	Reconnaissance sanctioned.
Palakodu-Krishnagiri railway.	S. I. ...	Palakodu to Krishnagiri *vid* Kaveripatnam.	Not ...	2′ 6″	...	...	
Palamcottah-Panagudi railway.	...	Palamcottah to Panagudi	Not ...	3′ 3⅜″	33	...	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-04.	3′ 3⅜″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur ...	Surveyed in 1910-11.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi State.
Parvatipuram-Gunupur railway.	B. N. ...	Parvatipuram to Gunupur	Surveyed in 1916.	5′ 6″ 2′ 6″	35	9·01 22·45	
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-10.	3′ 3⅜″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3⅜″	66	27·89†	(*a*)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces.)	...	...	...	...	—
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Surveyed in 1915.	5′ 6″	6	5·10	Concession granted, but construction deferred.
Salem-Attur railway ...	S. I. ...	Salem to Attur ...	Surveyed in 1909-10.	3′ 3⅜″	33	16·74	Proposed by District Board of Salem; estimates revised in 1916.
Salem-Samayapuram railway	S. I. ...	Salem to Samayapuram *vid* Namakhal.	Not ...	3′ 3⅜″	83	31·67	Reconnoitred in 1915. Survey sanctioned.
Shoranur-Manantoddy railway.	S. I. ...	Shoranur to Manantoddy *vid* Nilambar with branches to Tellicherry and Baypore	Not ...	3′ 3⅜″	114	...	Reconnaissance sanctioned.
Tanjore-Tiruvadi railway ...	S I. ...	Tanjore to Tiruvadi ...	Surveyed in 1915.	3′ 3⅜″	9	1·55	Proposed by Tanjore District Board.
Tirupatti (Renigunta)-Madras railway.	M. & S. M.	(*i*) Tirupatti to Madavaram.	Surveyed in 1913.	3′ 3⅜″	69	50·93	
		(*ii*) Madavaram to Madras Beach with branches from—					
		(*a*) Madavaram to Ayanavaram.			7	6·29	
		(*b*) Ayanavaram to Salt Cotaurs or alternatively.			4	3·93	
		(*c*) Ayanavaram to Chutput.			3	3·55	
					3	3·16	
Trichinopoly-Jayankonda Sholapuram railway.	S. I. ...	Kuttur to Jayankonda Sholapuram.	Surveyed in 1916.	3′ 3⅜″	52	33·26	Kuttur is a station on the proposed "Panruti-Trichinopoly railway."
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	107·20	Cost of a low grade line 84·60 lakhs.
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3⅜″	108 26	54·23 17·34	Concession granted for construction of Trichinopoly-Puddukotai section (32 miles).
Ulundurpettai-Chinna Salem railway.	S. I. ...	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3′ 3⅜″	32	13·52	Proposed by District Board of South Arcot.
Valparai Extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3′ 3⅜″	15	...	Survey sanctioned.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Surveyed in 1912.	3′ 3⅜″	76	30·39	(*a*)
Vizianagram-Vizagapatam railway.	B. N. ...	Vizianagram to Vizagapatam *vid* Bimlipatam.	Surveyed in 1916.	5′ 6″	36	45·37	
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal	Surveyed in 1908-09.	3′ 3⅜″	71	40·85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, *vid* Attibala or *vid* Bannerghatta.	Resurveyed in 1914.	2′ 6″	29 31	13·23 12·93	Prposed by Mysore Durbar. Route *vid* Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3⅜″	72	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

† With 50-lb. rail's cost will be 30·70 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
MADRAS—*concld.*					Miles.	Lakhs of rupees.	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1916-17.	2′ 0″	110	75·27	Proposed by Mysore Durbar.
				2′ 6″	109	101·91	
				3′ 3⅜″	108	153·18	
Mysore-Coorg railway ...	...	See "Coorg District railway."	...	...	...	...	
Mysore-Tellicherry railway	...	(See under Madras.) ...	...	...	...	...	
Mysore and West Coast railways.	M. & S. M.	Nanjangud to Tellicherry *vid* Manantoddy and Perya.	Surveyed in 1917.	2′ 0″	113	59·82	
				2′ 6″	112	81·74	
				3′ 3⅜″	111	118·73	
		Shimoga to Bhatkal ...	Not ...	3′ 3⅜″	...	...	Construction of the line from Shimoga to Arasalu sanctioned.
Nanjangud-Devala railway...	M. & S. M.	Nanjangud to Devala ...	Not.	3′ 3⅜″	50	...	New project. Reconnaissance survey sanctioned.
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3′ 3⅜″	119	109·67	Including rolling-stock the whole line (of which 33·7 miles are in Mysore) will cost Rs. 131·66 lakhs. The Coimbatore District Board have proposed to construct the Erode-Satyamangalam section. The construction of the line as a whole has been deferred for the present, but there is no objection to the construction of the section in Mysore territory by the Mysore Durbar.
					23	13·59	
Nanjangud-Tellicherry railway.	...	See "Mysore and West Coast railway."	...	...	...	...	
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan.	Not ...	2′ 6″	27	12·62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1914.	2′ 6″	17	7·41	(*a*) Concession granted but construction deferred.
Mardan-Swabi railway ...		Mardan to Swabi ...	Surveyed in 1914.	2′ 6″	29	16·62	(*a*)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	79	60·57	
PUNJAB.							
Baijnath-Nurpur railway ...	...	Baijnath to Nurpur ...	Not ...	2′ 6″	70	...	(*a*) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Bari-Doab railway ...	N. W. ...	(1) Lahore to Gurdaspur *viâ* Ajnala.	Not ...	2′ 6″	75	...	(*a*) Survey sanctioned.
		(2) Ajnala to Amritsar ...			17	...	
		(3) Gurdaspur to Butari ...			37	...	
		(4) Butari to Harike Pattan.			42	...	
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1913.	5′ 6″	18	15·37	
Dhak Branch railway ...	N. W. ...	(*i*) Dhak to Tajuwala direct	Surveyed in 1906-07.	5′ 6″	11	(*b*)4·97	To serve coal mines.
		(*ii*) Dhak to Tajuwala *viâ* Katha.	Surveyed in 1909.		15	(*b*)7·86	
Dina-Sultanpur railway ...	N. W. ...	Dina to Sultanpur ...	Not ...	5′ 6″	9	...	Survey sanctioned.
Fatehjang-Khaur railway ...	N. W. ...	Fatehjang to Khaur ...	Not ...	5′ 6″	28	20·38	New project. Reconnoitred. Alternative to "Gagan-Khaur railway."
Fazilka-Abhor railway ...	N. W. ...	Fazilka to Abhor ...	Not ...	...	24	...	New Project. Survey sanctioned.
Gagan-Khaur railway ...	N. W. ...	Gagan to Khaur ...	Not ...	5′ 6″	25	20·59	New project. Reconnoitred.
Gujranwala-Chuhar Khana railway.	N. W. ...	Gujranwala to Chuhar Khana.	Not ...	...	40	...	Reconnaissance sanctioned.
Jaijon-Hoshiarpur railway	N. W. ...	Jaijon to Hoshiarpur ...	Not ...	5′ 6″	20	20·38	Reconnaissance survey sanctioned.
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura *viâ* Chachrauli and Bilaspur.	Not ...	2′ 0″	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches—	Not ...	2′ 6″	170	158·45	Reconnoitred in 1912.
		(1) Mandi to Kulu ...			42	49·15	
		(2) Nalagarh to Rupar			16	11·90	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Excluding rolling-stock.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of Project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*contd.*					Miles.	Lakhs of rupees.	
Karnal-Kaithal-Nabha railway.	E. I. ...	Karnal to Nabha *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Lahore-Patti railway ...	N. W. ...	(See Bari-Doab Railway)...	...	...	...	...	
Ludhiana-Kalka Railway ...	N. W. ...	Ludhiana to Kalka ...	Not ...	5′ 6″	72	1·19	Reconnoitred in 1918.
Ludhiana-Rupar-Nalagarh railway.	N. W. ...	Ludhiana to Nalagarh ...	Not ...	5′ 6″	...	...	Reconnoitred in 1918.
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana *vid* Bulloke to Changa Manga.	Surveyed in 1913.	2′ 6″	96	45·60	
		Changa Manga *vid* Chunian Hujra and Dipalpur to Pak Patan.					
Pathankot-Bakloh railway...	N. W. ...	(*i*) Pathankot to Katlu *vid* Nurpur.	Surveyed in 1913.	2′ 6″	32	53·41	Alternative to Pathankot-Nurpur.
		(*ii*) Pathankot to Katlu *vid* Dunera.			27	43·94	
Pathankot-Nurpur-Guler railway.	N. W. ...	(*i*) Pathankot to Nurpur ...	Surveyed in 1912.	5′ 6″	14	12·58	(*a*) Being further investigated.
		(*ii*) Gareli on (*i*) to Guler or to Nagroteh.	Not ...	2′ 6″	30	25·20	Reconnoitred in 1915.
					25	22·54	
Patiala Feeder railways ...	...	(*i*) Patiala to Dhond *vid* Pihewa.	Not ...	2′ 6″	36	...	Proposed by Patiala Durbar.
		(*ii*) Sirhind to Rupar *vid* Sanghol.			26	...	Survey sanctioned.
		(*iii*) Patiala to Sirhind ...			20	...	Extension as far as Kalka under consideration.
		(*iv*) Samana to Mansa *vid* Sonam.			...	...	
		(*v*) Samana to Ghuram ...			20	...	
		(*vi*) Mansa to Tapa ...			21	...	
		(*vii*) Tapa to Badhaur ...			14	...	
		(*viii*) Sonam to Barnala ...			...	...	
		(*ix*) Samana to Chhintanwala.			18	...	
		(*x*) Chhintanwala to Amargarh.			...	...	
		(*xi*) Doraha to Pael Narnaul-Dadri ...	Not ...	3′ 3⅜″	39	...	Proposed by Patiala Durbar. Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	34·00	Proposed by Patiala Durbar.
				3′ 3⅜″		24·83	
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...	...	...	...	Proposed by North Western railway.
Punjab Canal Colony railways†	N. W. ...	(*i*) Raewind to Sangla Hill.	Not ...	5′ 6″	...	...	Survey sanctioned.
		(*ii*) Sangla Hill to Khushab.					
		(*iii*) Gujranwala to Lyallpur		2′ 6″	94	40·00	Preliminary survey made.
		(*iv*) Bajla to Tandlianwala		2′ 6″	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(*v*) Jaranwala to the Ravi bridge near Thatta Nana Dogar.		2′ 6″	39	...	Survey sanctioned.
		(*vi*) Jaranwala to Lyallpur		2′ 6″	...	9·80	Preliminary survey made.
		(*vii*) Lyallpur to Chiniot ...		2′ 6″	25	12·31	Preliminary survey made.
		(*viii*) Chiniot to Bhagtanwala...		2′ 6″	23	...	Survey sanctioned.
		(*ix*) Sargodha to Gujrat ...		2′ 6″	94	48·31	Preliminary survey made.
		(*x*) Gujrat to Lukanwal ...		2′ 6″	15	...	Survey sanctioned.
		(*xi*) Sargodha to Bhera ...		2′ 6″	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(*xii*) Chiniot to Jhang ...					
		(*xiii*) Sargodha to Jehania Shah *vid* Sahiwal.	Surveyed in 1906.	5′ 6″	51	33·00	Estimates revised in 1911.
				2′ 6″			
		(*xiv*) Lyallpur to Jhang ...	Not ...	2′ 6″	...	...	
		(*xv*) Jhang to Montgomery *vid* Gojra, Summundri and Gogera.		2′ 6″	...	...	
		(*xvi*) Montgomery to Pak Pattan.		5′ 6″	28	...	
		(*xvii*) Montgomery to Jehania.		2′ 6″	...	...	
		(*xviii*) Muzaffargarh to Alipur.		2′ 6″	53	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

† The whole question of railway extension in this area including the question of gauge is under conderation.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees.	
Lyallpur-Tandhariwala railway.	N. W. ...	Lyallpur to Tandhariwala.	Not ...	...	26	...	
Rajpura-Malla railway ...	N.W. ...	Rajpura to Malla *vid* Chandigarh.	Not ...	5′ 6″	...	...	Proposed by Patiala Durbar.
Rohtak-Bhiwani railway ...	E. I.&N. W.	Rohtak to Bhiwani ...	Not ...	5′ 6″	30	...	
Rohtak-Gohana railway ...	N. W. ...	Rohtak to Gohana ...	Not ...	5′ 6″ 2′ 6″	20	11·94 8·00	Reconnoitred.
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad.					
		(Comprises the following sections)—					
		(*i*) Saraikala to Abbottabad.	Resurveyed in 1907-1909.	5′ 6″	51	87·76	Sarai Kala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(*ii*) Abbottabad to Garhi Habibulla.		5′ 6″	28	77·39	
		(*iii*) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	4	10·41	
		(*iv*) Kashmir frontier to Domel.		5′ 6″	5	27·24	
		(*v*) Kashmir frontier to Srinagar.		3′ 3⅜″	109	157·89	
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915. Part resurveyed in 1917-18.	5′ 6″	49	31·42	(*a*)
Shahpur-Bhera railway ...	N. W. ...	Shahpur to Bhera ...	Not ...	...	30	...	
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Surveyed in 1916.	5′ 6″	13	...	(*a*) Project in abeyance.
Sirhind-Kotkapura railway	D. U. K....	Sirhind to Kotkapura *viâ* Malerkotla and Bhadaur.	Not ...	2′ 6″	...	...	Proposed by Malerkotla Durbar.
Sirhind-Rupar-Nalagarh railway.	N. W. ...	.....	Not ...	5′ 6″	43	5·2	Reconnoitred in 1918.
RAJPUTANA.							
Agra Karachi Railway connection.	B.B. & C.I.	Agra to Karachi ...	Not ...	5′ 6″	...	...	Survey sanctioned to determine best alignment for a direct 5′ 6″ gauge railway connection between Agra and Karachi.
Balotra-Badgaon railway...	J. B. ...	Balotra to Badgaon ...	Not ...	3′ 3⅜″	110	...	New Project. Proposed by Jodhpur Durbar.
Baran-Marwar railway ...	B. B. & C.I.	Baran to Marwar ... or Baran to Nasirabad ... with Jehazpur to Pacndero Branch.	Surveyed in 1898-1899.	3′ 3⅜″	213 153 71	136·67 96·12 31·63	Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
Beawar-Todgarh railway ...	B. B.& C.I.	Beawar to Todgarh ...	Not ...	3′ 3⅜″	42	...	(*a*) Consideration postponed for the present.
Jaipur-Leharu railway ...	J. S. M ...	Jaipur to Surajgarh *vid* Reengus, Sikar, Jhunjhnu and Chirawa.	Not ...	3′3⅜″	135	...	Proposed by Jaipur Durbar, Jaipur-Reengus (36 miles) has been constructed. The Reengus-Palsana portion 14·17 miles of Reengus Sikar section (33 miles) has also been constructed and Sikar-Jhunjhnu (40 miles) section under construction.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
RAJPUTANA.—*concld.*							
Karauli Branch railway ...	B. B. & C. I	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(*i*) Baran to Darah *vid* Sangod.	Not	2′ 6″	170	...	Survey sanctioned.
		(*ii*) Baran to Etawa ...					
		(*iii*) Sangod to Arnia ...					
		(*iv*) Arnia to Manoher Thana					
		(*v*) Arnia to Shri Chatterpura.					
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3′ 3⅜″	15	4·73	
Meghraj-Dungarpur railway	Guzerat Ry.	Meghraj to Dungarpur ...	Not ...	2′ 6″	41	16·40	Reconnoitred.
Modassa-Dungarpur railway.	Guzerat Ry.	Modassa to Dungarpur ...	Not ...	2′ 6″	44	17·61	Reconnoitred. Alternative to "Meghraj-Dungapur railway." Survey sanctioned.
Nasirabad-Kekri railway ..	B. B. & C. I.	Nasirabad to Kekri ...	Surveyed in 1898-99.	3′ 3⅜″	35	15·86	This is a part of "Baran-Marwar railway." Estimates revised in 1915.
Neemuch-Goona railway ...	...	(See under Central India)	...	...	...	...	
Rajkhera-Bhadrauli railway	D. B.	Rajkhera to Bhadrauli ...	Not ...	2′ 6″	...	...	Survey sanctioned.
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3′ 3⅜″	31	8·69	
SIKKIM.							
Kalimpong Road-Gangtok railway.	D. H. ...	Kalimpong Road to Gangtok *vid* Rungpo.	Not ...	2′ 0″	50	...	Reconnaissance sanctioned.
Rungpo-Rongli railway ...	D. H. ...	Rungpo to a point between Rongli and Lingtam.	Not ...	2′ 0″	12	...	Reconnaissance sanctioned.
UNITED PROVINCES.							
Agra Fort-Bah or Batesar railway.	B. B. & C. I	Agra Fort to Bah or Batesar *via* the Taj or Fatehabad.	Not ...	2′ 6″	...	...	(*a*)
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2′ 6″	30	...	(*a*)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5′ 6″	13	8·88	(*a*) Concession granted.
Bellraien-Dhaurahra railway	R. & K. ...	Bellraien to Dhaurahra ...	Surveyed in 1913-14.	3′ 3⅜″	32	15·29	
Bulandshahr-Debai railway	O. & R....	Bulandshahr to Debai *via* Anupshahr.	Not ...	2′ 6″	40	...	(*a*)
Bulandshahr-Seyani railway	O. & R. ...	Bulandshahr to Seyani ...	Not ...	2′ 6″	19	...	(*a*)
Chandausi-Bhilsi railway ...	O. & R. ...	Chandausi to Bhilsi *via* Islamnagar and Rajbaraulia with a branch from Rajbaraulia to Babrala *via* Shaswan.	Not ...	2′ 6″	26	...	(*a*)
					34	...	
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5′ 6″	37	32·79	
Etawah-Farukhabad railway	E. I. & B. B. & C. I.	Etawah to Farukhabad ...	Not ...	2′ 6″	50	...	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.			72	98·46	
		(*i*) Fatehpur to Karwi ...	Surveyed in 1900-1901.	5′ 6″	52	72·59	
		(*ii*) Khaga to Manikpur ...			57	85·98	
Garhmuktesar-Tundla railway.	O. & R. ...	Garhmuktesar to Tundla *vid* Dibai, Kasganj and Etah.	Not ...	2′ 6″	125	...	(*a*)
Garhwal District railway...	O. & R. ...	Dhampur to Kalagarh Road	Not ...	5′ 6″	21	19·11	
				2′ 0″	21	15·08	Reconnoitred in 1916. See also "Kashipur-Kalagarh railway."
		Nagina to Kalagarh Road	Not ...	5′ 6″	18	17·72	
		Forest Lines.					
		Kalagarh Road to Lidpani	Not ...	2′ 0″	16	11·67	Reconnoitred in 1916.
		Lidpani to Dhikala ...	Not ...	2′ 0″	3	1·39	
		Dhikala to Rhuni ...	Not ...	2′ 0″	4	2·13	
		Rhuni to Bilot ...	Not ...	2′ 0″	3	1·72	
		Bilot to Sultan Road ...	Not ...	2′ 0″	4	2·26	
		Sultan Road to Gairal ...	Not ...	2′ 0″	2	1·68	
		Sona Nadi Branch. Dhudia junction to Kheri	Not ...	2′ 0″	12	7·40	
Garotha-Mau Ranipur-Madaura-Tehri. Lalitpur railways.	...	(See under Central India)	...	...	...	...	
Gorakhpur and Champaran Districts railways.	B. & N. W.	(*i*) Captainganj to Thunthibari *vid* Maharajganj.	Surveyed in 1915.	3′ 3⅜″	41	18·60	
		(*ii*) Captainganj to Tahsil Deoria.			32	13·45	
		(*iii*) Maharajganj to Nautanwa *vid* Pharenda.			44	22·64	
		(*iv*) Bagaha to Tribeni ...			26	10·59	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 11—*concld.*

Railways and tramways projected up to the 31st March 1920.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
UNITED PROVINCES— *concld.*							
Hardoi-Sandi Branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902.	5′ 6″	14	3·62	(*a*)
Hardwar-Karnprayag railway.	H. D. ...	Hardwar or Rishikesh to Karnprayag.	Not ...	2′ 0″ / 2′ 6″	84	...	New project. Reconnaissance sanctioned.
Harpalpur-Nowgong railway	G. I. P. ...	Harpalpur to Nowgong ...	Not ...	2′ 6″ / 2′ 6″	82	...	(*a*)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur *vid* Rath.					
Kartal-Atarra-Kamassin railway.	G. I. P. ...	(*i*) Kartal to Atarra ... (*ii*) Atarra to Kamassin *via* Baberu.	Not ...	2′ 6″	57	26·94	(*a*) Alternative to "Karwi-Rajapur" railway.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or *vid* Pahari	Surveyed in 1906-1907.	5′ 6″	19 21	7·76 8·42	(*a*) Government of the United Provinces favour the route *vid* Pahari.
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra *vid* Etah	Surveyed in 1913-14.	3′ 3⅜″	75	46·61	Project estimates under consideration.
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla.	Not ...	3′ 3⅜″	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari *vid* Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3′ 3⅜″	...	...	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3′ 3⅜″	29	17·44	Part resurveyed in 1913-14 and 1915. Preferred to "Dhampur-Kalagarh Road" and "Nagina-Kalagarh Road" railways.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36 16	13·44 5·92	(*a*) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2′ 6″ gauge line.
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	Surveyed in 1915.	2′ 6″	85 23	36·30 9·39	(*a*) (*a*)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5′ 6″	140	155·00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road *vid* Chakia.	Not ...	2′ 6″	56	...	Proposed by the Benares State. Survey sanctioned.
Ramnagar-Mohan railway...	R. & K. ...	Ramnagar to Mohan ...	Not ...	3′ 3⅜″	13	...	Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(*i*) Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	73	93·09	(*a*) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(*ii*) Budaon to Babrala ...			54	60·27	
		(*iii*) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5′ 6″ 5′ 6″	147 16	180·21	
Unao-Madhoganj railway ...	O. & R. ...	(*i*) Unao to Bangarmau *vid* Safipur.	Surveyed in 1910-1911.	5′ 6″	30	24·73	(*a*)
		(*ii*) Unao to Bangarmau *vid* Hyderabad.			38	29·24	
		(*iii*) Bangarmau to Madhoganj.			18	14·66	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		COT I. Raw.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	267	7,778	3,544,938	1,21,10,316	49,423	1008,49 9
Bombay, Baroda and Central India	1,862	48,790	512,195	20,91,264	194,801	45,76,669
Eastern Bengal	1,039	11,817	1,095,053	11,80,002	3,863	19,818
East Indian	4,404	79,112	10,596,348	4,08,85,476	43,763	5,33,402
Great Indian Peninsula*	3,662	80,098	19,14,568	99,66,182	490,546	1,29,13,299
Madras and Southern Mahratta†	1,496	24,725	442,079	26,24,591	118,815	17,11,434
Nizam's Guaranteed State	103	1,400	428,058	13,50,833	31,300	2,58,642
North Western	2,807	42,346	726,477	26,17,300	162,814	23,47,549
Oudh and Rohilkhand	1,374	14,295	796,376	34,64,693	29,017	1,44,853
South Indian	153	2,910	43,704	2,27,522	74,733	8,21,804
3′ 3⅜″ gauge.						
Assam-Bengal...	237	1,933	114,583	2,77,963	5,994	74,717
Bengal and North-Western	656	9,242	174,977	3,83,801	4,467	33,380
Bengal Dooars...	78	1,180	30,706	1,43,367	5	67
Bhavnagar State‡	108	751	35,788	50,950	7,702	38,947
Bombay, Baroda and Central India§	1,471	18,488	210,432	5,54,724	94,586	13,31,156
Burma	1,700	31,527	27,058	2,15,386	41,113	1,62,701
Dibru-Sadiya	...	...	521,179	5,55,675	...	...
Gondal	73	337	40,965	34,222	16,918	56,447
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	61	1,071	41,886	1,52,876	68,047	8,98,735
Jamnagar	11	58	1,652	4,929	22	111
Jodhpur-Bikaner	585	4,931	25,734	27,396	35,054	1,02,017
Junagad State	36	212	2,037	3,571	8,188	34,727
Morvi	27	166	15,708	19,238	1,895	10,654
Mysore-Arsikere‖	19	128	518	2,222	469	3,187
Rohilkund and Kumaon	147	1,175	4,979	6,096	2,518	10,193
Udaipur-Chitorgarh	12	92	994	1,107	5,422	23,375
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	34	221	10,085	28,605	16,622	1,00,817
Shahdara (Delhi)—Saharanpur Light (2′ 6″) ...	100	816	2,100	2,372	274	1,267
Darjeeling-Himalayan (2′ 0″)	18	309	4,785	36,186	30	364
Other 2′ 6″ & 2′ 0″ gauge lines	29	133	33,461	62,663	3,839	10,127
Total 1919-20	22,569	3,86,041	21,399,423	7,90,81,528	1,512,290	2,72,28,949
Total 1918-19	33,234	5,11,415	23,252,468	8,80,44,842	1,296,884	1,88,56,842
Increase	...	...	...	...	2,15,406	83,72,107
Decrease	10,665	1,25,374	1,853,045	8,963,314	...	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore Bangalore and Mysore Nanjangud Railways for the 1st half of 1919-20. Those for the 2nd half are included with Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the 1st half of 1919-20, those for the second-half are included with the Bombay, Baroda and Central India Railway. (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-90, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur Shimoga, Mysore Bangalore and Mysore Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahrata Railway. Also includes the results of the Kolar District and and Tarikere-Narasimharajapura Railways.

DIX 12.

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

III.

TON.

2. MANUFACTURED.							
(*a*) Twist and yarn, European.		(*b*) Twist and yarn, Indian.		(*c*) Piece-goods, European.		(*d*) Piece-goods, Indian.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
8	9	10	11	12	13	14	15
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
532	14,043	24,096	5,42,841	2,673	65,356	25,919	8,24,089
333	6,809	15,876	2,83,600	26,012	3,66,441	82,757	6,63,953
209	2,060	4,529	50,784	14,249	1,90,555	5,978	69,712
1,044	27,099	13,900	1,80,408	34,089	8,12,292	22,868	3,57,704
1,514	38,556	31,284	5,80,861	13,747	2,25,357	80,859	24,35,978
1,728	30,466	29,207	4,19,657	4,742	85,072	22,997	3,82,416
264	3,075	6,410	68,900	414	6,868	4,038	55,935
797	11,097	5,026	77,367	15,372	3,01,425	53,957	11,46,997
118	1,143	8,419	68,946	6,028	50,933	11,467	1,01,913
1,194	18,808	21,590	3,06,432	6,380	1,10,546	11,965	1,88,110
150	959	1,026	6,426	2,389	18,127	1,321	12,901
68	851	6,114	81,842	10,872	1,18,238	19,532	2,67,562
...	...	...	...	342	3,409	36	369
1,688	9,947	...	...	5	23	1,640	9,472
73	1,132	11,266	1,85,289	16,088	3,46,814	33,118	8,41,473
25	136	5,718	1,20,890	8,681	1,70,328	132	2,047
...	...	...	...	...	...	...	...
...	1	1,178	4,753	58	266	1,119	3,984
9	212	1,221	27,898	23	416	2,234	32,992
104	369	2	12	175	751	...	...
2	10	1,419	11,378	1,392	12,818	7,277	62,274
...	...	198	828	...	1	471	2,467
13	64	138	684	60	320	480	2,537
4	13	424	2,555	60	378	763	5,217
...	...	2,921	15,457	2,472	19,246	1,423	9,681
...	...	46	380	228	1,899	368	3,085
37	150	208	1,139	162	1,283	1,000	4,167
...	2	45	294	847	5,423	63	355
...	...	103	1,474	641	10,428	92	1,081
33	110	1291	5,287	358	1,269	639	3,573
9,939	1,67,112	194,055	30,46,382	168,554	34,26,282	344,513	74,92,042
28,464	5,53,543	195,492	30,73,747	189,602	42,36,456	261,274	50,47,945
...	...	...	...	...	...	83,239	24,44,097
18,525	3,86,431	1,437	27,365	21,048	8,10,174	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	III.—*concld.*				IV.	
	COTTON.—*concld.*					
	2. MANUFACTURED.—*concld.*		TOTAL.		Chemicals, excepting saltpetre.	
	(e) Others.					
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
16	17	18	19	20	21	22
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	662	18,095	1,03,305	24,72,923	5,403	68,418
Bombay, Baroda and Central India	1,346	31,897	271,125	64,29,369	7,617	1,21,274
Eastern Bengal	...	...	28,828	3,32,929	8,784	55,073
East Indian	1,547	47,956	117,211	19,58,861	11,894	1,81,866
Great Indian Peninsula*	1,952	59,002	6,19,902	1,62,53,053	4,630	91,995
Madras and Southern Mahratta†	838	15,890	178,327	26,44,935	5,079	73,537
Nizam's Guaranteed State...	133	1,726	42,259	3,95,146	438	5,264
North Western	2,186	43,337	240,152	39,27,763	7,029	77,826
Oudh and Rohilkhand	781	8,156	55,825	3,75,944	2,055	15,756
South Indian	1,771	21,036	1,17,633	14,66,736	2,347	29,180
3′ 3½″ gauge.						
Assam-Bengal	5	97	10,885	113,227	603	5,017
Bengal and North-Western	606	7,507	41,659	5,09,380	33,747	1,70,476
Bengal Dooars	128	864	511	4,709	22	415
Bhavnagar State‡	...	...	11,035	58,389	296	1,622
Bombay, Baroda and Central India§... ...	577	10,275	155,708	27,16,139	2,863	36,356
Burma	205	4,286	55,874	4,60,388	238	4,637
Dibru-Sadiya	437	4,520	437	4,520	...	...
Gondal	7	35	19,280	65,486	48	228
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	36	412	71,970	9,60,665	92	1,137
Jamnagar	8	43	311	1,286	...	...
Jodhpur-Bikaner	119	1,403	45,263	1,89,900	822	7,472
Junagad State	...	...	8,857	38,023	12	57
Morvi	2	7	2,588	14,266	136	714
Mysore-Arsikere‖	23	143	1,743	11,493	57	267
Rohilkund and Kumaon...	126	653	9,460	55,230	2,925	19,729
Udaipur-Chitorgarh	5	42	6,069	28,781	18	104
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	23	147	18,052	1,07,703	36	169
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	3	23	1,232	7,362	30	109
Darjeeling-Himalayan (2′ 0″)	114	1,425	980	14,772	...	...
Other 2′ 6″ and 2′ 0″ gauge lines	8	34	6,218	20,400	48	161
Total 1919-20	13,648	2,79,011	2,242,999	4,16,39,778	97,269	968,859
Total 1918-19	16,022	2,87,719	1,987,738	3,20,56,252	93,620	10,01,706
Increase	...	...	2,55,261	95,83,526	3,649	...
Decrease	2,374	8,708	...	...	...	32,847

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3½″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

V. DRUGS.							
1. INTOXICATING OTHER THAN OPIUM.		2. NON-INTOXICATING. (*a*) Medicinal preparations.		(*b*) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
23	24	25	26	27	28	29	30
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
20	508	...	...	1,708	33,059	1,728	33,567
5	74	695	22,032	2,035	36,252	2,735	58,358
...	...	519	9,017	450	7,753	969	16,770
38	299	850	37,317	3,088	55,281	3,976	92,897
101	2,313	634	18,093	2,818	63,975	3,553	84,411
86	897	888	24,069	5,555	74,415	6,529	99,481
1	5	89	1,355	799	9,409	889	10,769
116	1,822	812	19,695	3,589	61,359	4,517	82,876
84	2,374	341	6,334	678	7,580	1,103	16,288
303	3,279	434	11,629	4,182	41,736	4,919	56,644
1	8	381	4,587	4	67	386	4,662
43	706	112	1,952	1,877	22,184	2,035	24,842
...	...	56	955	...	1	56	956
...	...	52	335	49	267	101	602
13	501	425	11,162	1,763	34,006	2,201	45,669
1	1	691	19,723	475	7,405	1,166	27,129
...	...	...	...	140	1,323	140	1,323
2	11	53	236	3	11	58	258
...	...	13	491	59	618	72	809
...	...	29	147	51	193	80	340
16	110	109	1,562	1,134	8,792	1,259	10,464
...	...	15	73	182	870	197	943
3	22	27	179	15	88	45	289
11	101	23	203	26	167	60	471
17	167	18	165	508	4,057	543	4,389
...	...	2	24	30	176	32	200
...	...	7	44	61	318	68	362
...	...	1	6	14	63	15	69
...	...	454	4,693	70	792	524	5,485
...	1	24	138	57	186	81	325
864	13,329	754	1,95,916	31,420	4,72,403	40,038	6,81,648
883	14,490	6,965	1,75,999	37,331	5,55,569	45,679	7,46,058
...	...	789	19,917	...	...	...	...
19	1,161	...	...	6,411	83,166	5,641	64,410

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APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	VI Dyes (1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
31	32	33	34	35	36	37
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	4	127	1,078	13,565	120	2,230
Bombay, Baroda and Central India... ...	469	14,245	605	8,428	52	2,138
Eastern Bengal	...	...	554	4,636	86	1,014
East Indian	72	740	1,311	18,551	847	26,428
Great Indian Peninsula*	311	8,217	1,229	23,609	208	5,142
Madras and Southern Mahratta†	225	3,530	371	3,684	358	6,011
Nizam's Guaranteed State	3	25	63	662	14	95
North Western	50	1,451	203	2,945	410	6,499
Oudh and Rohilkhand	3	38	749	5,738	113	1,347
South Indian	202	4,643	442	3,473	145	1,126
3′ 3⅜″ gauge.						
Assam-Bengal	...	...	11	65	...	...
Bengal and North-Western	6	59	1,451	13,743	399	3,198
Bengal Dooars	...	...	...	...	...	...
Bhavnagar State‡	10	39	4	27	...	5
Bombay, Baroda and Central India§... ...	192	5,624	302	3,210	112	1,394
Burma	4	81	1,921	25,924	1	19
Dibru-Sadiya	...	...	...	...	...	...
Gondal	...	2	...	...	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2	25	56	680	88	1,368
Jamnagar	1	8	...	...	...	...
Jodhpur-Bikaner	13	113	45	364	87	1,014
Junagad State	1	4	3	10	...	...
Morvi	2	11	6	22	...	...
Mysore-Arsikere‖	...	...	50	171	...	...
Rohilkund and Kumaon	...	...	645	3,825	1	8
Udaipur-Chitorgarh	8	50	2	10	...	3
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	...	2	54	208	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	...	2	1	6	1	1
Darjeeling-Himalayan (2′ 0″)	...	...	26	248	...	...
Other 2′ 6″ and 2′ 0″ gauges	1	4	77	303	...	...
Total 1919-20	1,579	37,049	11,262	1,34,167	3,042	58,980
Total 1918-19	924	19,336	11,198	1,45,057	2,745	52,375
Increase	655	17,713	64	...	297	6,605
Decrease	...	...	...	10,890	...	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsekere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay Baroda add Central India Railway (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second-half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

VI

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
38	39	40	41	42	43	44	45
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
61,597	7,00,841	8,034	56,344	9,528	90,028	1,048	13,169
637	6,038	5,423	41,659	4,697	71,992	1,234	31,259
...	...	...	...	3,739	23,390	648	5,223
15,320	86,207	12,606	59,842	4,331	49,488	5,468	44,452
24,369	2,43,146	20,083	90,701	18,769	3,12,668	3,652	47,907
6,914	42,281	48,831	3,76,789	26,694	2,16,211	995	11,458
529	4,039	7,242	47,802	2,616	23,490	2,059	15,605
187	3,445	6,167	14,702	6,147	69,077	4,274	44,240
283	3,082	3,544	10,625	2,490	27,570	691	4,341
1,764	9,718	9,315	57,381	5,738	41,307	1,463	15,704
...	...	43	199	143	1,356	...	...
272	2,842	2,153	3,512	5,597	50,317	833	8,297
...	...	...	...	53	479	60	672
54	283	394	2,153	110	586	109	522
557	5,998	5,722	22,904	3,702	42,405	1,870	16,231
145	1,146	2,145	19,455	2,152	19,830	497	5,955
...	...	...	...	...	...	...	...
58	157	118	418	133	404	195	632
230	1,144	2,855	16,146	585	5,498	959	4,925
4	14	...	...	40	168	13	54
102	579	1,925	8,687	509	3,019	5,347	19,690
12	48	...	...	74	360	58	247
15	69	...	...	41	157	97	405
476	2,443	2,021	5,475	141	662	30	197
35	131	1,576	4,563	1,044	6,403	111	538
12	62	20	111	103	498	11	70
16	67	504	2,118	290	1,127	139	621
2	6	10	29	72	404	5	18
...	...	...	...	15	247	4	79
470	736	353	816	274	782	97	366
1,14,160	11,14,522	141,084	842,431	99,887	10,59,923	31,967	2,92,977
98,800	8,75,004	183,821	10,43,955	103,717	11,75,554	38,712	3,17,325
15,360	2,39,518	...	...	...	...	...	...
...	...	42,737	2,01,524	3,830	1,15,631	6,745	24,348

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	VI—*concld.* DYES AND TANS—*concld.* TOTAL.		VII. FOD (1) Oil-cake.		(2) Hay, straw and grass.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
46	47	48	49	50	51	52
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	81,409	8,76,304	7,877	47,099	57,775	2,36,650
Bombay, Baroda and Central India... ...	13,117	1,75,859	10,756	73,769	167,447	12,24,160
Eastern Bengal	5,027	34,323	16,815	52,646	12,445	33,504
East Indian	39,955	2,85,717	51,491	3,48,968	60,144	2,66,251
Great Indian Peninsula*	68,621	7,31,390	16,212	1,04,871	223,791	19,40,821
Madras and Southern Mahratta†	84,388	6,59,964	11,982	76,535	42,680	3,77,710
Nizam's Guaranteed State	12,529	91,718	4,472	28,848	22,959	96,032
North Western	17,438	1,42,359	33,355	1,70,708	204,258	18,20,120
Oudh and Rohilkhand	7,873	52,741	12,168	63,513	61,596	1,57,559
South Indian	19,129	1,33,352	50,846	3,59,184	3,894	49,054
3′ 3⅜″ gauge.						
Assam-Bengal	197	1,620	5,168	24,632	95	361
Bengal and North-Western	10,811	81,968	18,219	68,830	18,018	59,436
Bengal Dooars	113	1,151	809	5,030	1,310	3,623
Bhavnagar State‡	681	3,615	4,623	19,747	16,355	61,217
Bombay, Baroda and Central India§ ...	12,457	95,766	10,183	68,565	40,848	2,08,934
Burma	6,865	72,410	10,914	1,00,309	989	7,844
Dibru-Sadiya	...	...	...	...	...	...
Gondal	504	1,613	1,859	5,136	7,571	14,383
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	4,775	29,726	592	2,446	12,223	60,380
Jamnagar	58	244	10	36	866	2,386
Jodhpur-Bikaner	8,028	33,466	763	2,879	11,929	63,625
Junagad State	148	669	110	376	2,730	4,412
Morvi	161	664	...	...	7,700	23,434
Mysore-Arsikere‖	2,718	8,948	473	1,466	36	206
Rohilkund and Kumaon	3,412	15,468	994	3,248	16,375	83,728
Udaipur-Chitorgarh	156	804	44	175	1,166	5,554
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	1,003	4,143	113	450	1,011	2,756
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	91	466	5,073	12,456	45	131
Darjeeling-Himalayan (2′ 0″)	45	574	247	1,710	1	21
Other 2′ 6″ and 2′ 0″ gauges	1,272	3,007	3,376	6,569	8,807	61,195
Total 1919-20	402,981	35,40,049	279,544	16,51,201	1,005,064	68,65,487
Total 1918-19	439,917	36,28,606	274,152	15,71,658	1,352,560	98,08,488
Increase	...	...	5,402	79,543	...	...
Decrease	36,936	88,557	...	...	347,496	29,43,001

* Encludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasigharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

				VIII.		IX	
DER.						GRAIN AND PULSE.	
(3) Bran.		TOTAL.		Fruits and vegetables, fresh.		(1) Gram and pulse.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
53	54	55	56	57	58	59	60
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
7,538	1,00,477	73,190	3,84,226	21,574	2,39,553	94,246	10,64,615
20,622	2,26,971	198,825	15,24,900	54,739	5,78,308	136,625	10,44,133
943	3,887	30,203	91,037	43,682	2,50,310	107,064	3,67,421
19,787	123,394	131,422	7,38,613	20,532	1,98,188	275,976	17,12,155
45,755	4,21,097	285,758	24,66,789	50,459	4,50,485	331,559	39,29,365
14,178	1,17,245	68,840	5,71,490	65,018	4,73,111	234,544	20,50,088
1,708	12,227	29,139	1,37,107	2,055	14,956	22,702	1,74,008
60,939	3,47,941	298,552	23,38,769	45,061	5,19,339	427,846	38,21,490
...	...	73,764	2,21,072	22,838	1,29,542	93,128	4,18,294
3,763	21,693	58,503	4,29,931	89,663	5,91,421	104,021	6,78,736
1,039	7,615	6,302	32,608	6,099	43,891	10,211	71,365
4,620	26,449	40,857	1,54,715	182,675	3,24,887	128,077	6,63,273
257	1,784	2,376	10,437	83	745	420	1,346
174	835	21,152	81,799	2,367	8,396	9,901	43,642
17,581	98,984	68,612	3,76,483	49,835	4,00,844	196,761	16,97,125
28,189	86,947	40,092	1,95,100	84,246	8,05,524	143,911	15,97,197
...	...	...	...	...	...	2,824	18,400
236	652	9,666	20,171	4,550	11,052	10,357	26,510
964	3,298	13,779	66,124	994	7,334	20,696	1,92,018
108	337	984	2,759	566	1,765	2,355	5,541
5,838	20,978	18,530	87,462	9,690	47,297	60,516	2,53,741
255	807	3,095	5,595	1,527	4,815	3,212	12,454
120	394	7,820	23,828	3,357	11,293	9,516	38,107
901	3,461	1,410	5,133	4,375	14,551	12,082	53,191
925	3,323	18,294	90,299	6,880	46,628	34,594	94,476
49	194	1,259	5,923	447	2,225	1,211	5,122
59	351	1,183	3,557	89	304	4,020	16,097
1	3	5,119	12,590	1,041	4,865	4,974	12,275
42	680	290	2,411	2,269	6,936	699	5,615
404	700	12,587	68,464	2,457	5,240	12,757	36,789
236,995	16,32,724	1,521,603	1,01,49,412	779,168	51,98,805	2,496,865	2,01,04,589
292,210	17,98,798	1,918,922	1,31,78,927	687,544	49,99,334	3,917,891	2,98,60,044
...	...	...	...	91,624	1,94,471	...	...
55,215	1,66,074	397,319	30,29,515	...	...	1,421,026	97,55,455

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	IX Grain (2) Jawar and Bajra. Quantity.	Earnings.	(3) Rice in the husk. Quantity.	Earnings.	(4) Rice not in the husk. Quantity.	Earnings.
61	62	63	64	65	66	67
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	5,645	45,427	69,974	4,00,734	467,812	58,58,219
Bombay, Baroda and Central India	108,216	9,45,381	16,823	89,196	234,137	19,69,394
Eastern Bengal	...	...	278,945	10,81,163	394,703	12,04,913
East Indian	44,780	1,93,567	82,689	2,69,011	535,908	46,88,212
Great Indian Peninsula*	246,762	22,37,887	3,287	14,299	413,844	35,56,593
Madras and Southern Mahratta†	103,510	8,28,619	51,358	2,03,520	567,647	43,01,565
Nizam's Guaranteed State	70,601	5,15,321	1,289	5,380	96,826	7,44,832
North Western	64,008	3,90,114	17,868	123,245	187,520	12,36,233
Oudh and Rohilkhand	37,274	1,94,474	7,194	33,783	73,879	3,45,695
South Indian	13,711	77,722	94,715	4,12,268	385,316	24,20,056
3′ 3⅜″ gauge.						
Assam-Bengal	...	...	48,171	2,50,606	143,172	8,25,900
Bengal and North-Western	8,123	48,122	87,315	3,78,893	238,798	11,44,424
Bengal Dooars	...	...	11,621	27,952	11,859	47,191
Bhavnagar State‡	20,411	75,880	32	113	30,931	1,17,632
Bombay, Baroda and Central India.§	132,942	10,72,261	2,182	10,252	91,796	4,93,018
Burma	2,942	39,364	796,280	37,49,655	524,044	30,95,073
Dibru-Sadiya	...	...	...	...	24,871	1,18,059
Gondal	27,799	74,410	235	814	30,964	82,898
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	48,648	4,06,717	47	232	22,749	1,67,593
Jamnagar	7,947	26,712	...	...	11,826	31,126
Jodhpur-Bikaner	52,125	2,82,728	2,665	9,389	33,875	1,35,084
Junagad State	5,293	18,668	130	382	9,746	37,584
Morvi	9,951	37,342	19	70	11,003	39,017
Mysore-Arsikere‖	1,460	5,244	3,831	15,768	17,992	64,213
Rohilkund and Kumaon	23,615	86,204	12,358	45,813	11,870	37,698
Udaipur-Chitorgarh	61	226	...	1	1,161	4,878
2′ 6″ and 2′ 0″ gauges						
Barsi Light (2′ 6″)	20,913	1,05,115	232	894	3,488	14,272
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,194	2,572	533	1,110	1,151	3,065
Darjeeling-Himalayan (2′ 0″)	...	...	13,018	41,105	25,497	2,20,833
Other 2′ 6″ & 2′ 0″ gauge lines ...	23,680	91,123	10,967	20,679	13,466	28,418
Total 1919-20	10,81,611	78,01,200	16,13,728	71,86,327	4,618,451	3,30,34,688
Total 1918-19	733,216	55,15,673	1,656,089	78,29,414	4,842,801	3,85,60,546
Increase	348,395	22,85,527	...	...	...	...
Decrease	...	...	42,361	643,087	224,350	55,25,858

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangada Railway for the first of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

—*concld.*

AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
68	69	70	71	72	73	74	75
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
44,366	2,47,143	15,426	1,62,950	6,972	46,352	704,441	78,25,440
181,063	14,79,464	46,608	4,29,812	50,766	4,08,464	774,238	63,65,844
9,287	38,984	11,394	81,569	7,531	26,360	808,924	28,00,410
323,006	19,15,987	80,927	3,31,089	93,077	4,33,175	1,436,363	95,43,196
336,086	32,54,968	77,449	7,51,511	79,114	4,23,827	1,488,101	1,41,68,450
27,534	1,88,475	24,607	2,43,953	36,041	2,63,033	1,045,241	80,79,253
4,532	34,352	4,395	23,484	2,023	12,909	202,428	15,10,286
704,646	56,62,443	119,025	810,969	249,150	16,42,870	17,70,063	1,36,87,364
117,335	6,31,704	28,799	102,416	67,254	3,02,392	424,863	20,28,758
1,500	11,666	10,015	78,409	51,703	3,55,450	660,981	40,34,307
39	179	1,303	10,535	95	433	203,591	11,59,018
97,167	5,13,627	6,830	51,009	147,634	6,97,810	713,944	34,97,158
...	...	702	4,244	3,833	11,357	28,435	92,090
18,220	72,870	137	492	6,781	26,141	86,413	3,36,270
206,542	19,05,176	26,844	2,49,338	81,713	5,62,661	738,780	59,89,831
6,708	67,022	9,392	101,105	2,653	21,911	14,85,880	86,71,327
...	...	...	...	414	3,058	28,109	1,39,517
26,422	64,638	1,866	5,382	10,333	29,275	107,976	2,83,927
20,185	1,85,174	424	4,155	942	6,572	113,691	9,62,461
3,801	11,531	180	614	1,433	2,875	27,542	78,399
88,451	4,53,960	9,560	48,379	67,758	3,33,574	314,950	15,16,855
5,206	20,789	401	1,276	2,130	7,735	26,118	98,888
11,814	45,191	405	1,565	249	1,050	42,957	1,62,342
554	3,011	818	3,690	3,427	13,147	40,164	158,264
19,090	57,541	9,498	36,021	37,775	1,14,150	1,48,800	4,71,903
1,655	6,052	100	552	1,319	4,706	5,507	21,537
1,616	6,382	321	1,145	231	766	30,821	1,44,671
28,632	66,938	221	457	2,860	7,631	39,565	94,048
52	768	2,170	27,298	1,960	18,425	43,396	3,14,044
11,369	35,861	857	2,053	6,520	16,234	79,616	2,32,157
2,296,878	1,69,81,396	4,90,674	35,65,472	10,23,691	57,94,343	13,621,898	9,44,68,015
3,196,030	2,45,42,209	567,080	40,88,034	1,533,500	1,07,96,541	16,446,607	12,11,92,461
...	...	...	...	...	...	...	...
899,152	75,60,813	76,406	5,22,562	509,809	50,02,198	28,24,709	2,67,24,446

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	X. HIDES AND SKINS. (1) HIDES OF CATTLE. (a) Dressed or tanned. Quantity.	(a) Dressed or tanned. Earnings.	(1) HIDES OF CATTLE. (b) Raw. Quantity.	(b) Raw. Earnings.	(2) SKINS OF SHEEP, ETC. (a) Dressed or tanned. Quantity.	(a) Dressed or tanned. Earnings.	(2) SKINS OF SHEEP, ETC. (b) Raw. Quantity.	(b) Raw. Earnings.
76	77	78	79	80	81	82	83	84
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur...	...	...	11,227	1,46,291	...	...	4,944	53,588
Bombay, Baroda and Central India	...	3	5,301	37,873	181	1,623	9,088	75,388
Eastern Bengal	...	...	23,903	1,93,820	...	...	3,932	31,349
East Indian	300	1,524	29,131	4,89,875	14	385	12,583	1,29,237
Great Indian Peninsula*	135	6,618	10,407	1,51,986	21	659	19,347	2,95,849
Madras and Southern Mahratta†	4,880	59,209	13,067	1,79,555	2,131	25,928	35,892	4,60,218
Nizam's Guaranteed State	10	160	2,760	24,701	...	8	4,976	61,471
North Western	7	63	29,704	4,44,080	39	394	20,597	2,63,669
Oudh and Rohilkhand	...	...	10,591	73,563	...	...	3,450	25,172
South Indian	2,684	36,657	6,511	53,194	1,453	23,052	10,171	99,730
3′ 3½″ gauge.								
Assam-Bengal	...	...	1,835	17,131	...	...	366	3,081
Bengal and North-Western...	...	...	8,419	85,166	...	...	3,379	26,368
Bengal Dooars	522	3,248	...	...	70	311	...	...
Bhavnagar State‡	...	...	108	636	...	...	172	687
Bombay, Baroda and Central India§	2	21	5,162	74,858	1	10	5,517	77,886
Burma	7	63	17,433	1,57,470	...	...	166	2,131
Dibru-Sadiya	...	...	...	...	...	...	...	...
Gondal	98	316	176	653	...	1	529	1,981
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	...	...	2,375	21,198	31	281	1,699	13,684
Jamnagar	...	...	15	71	...	...	53	245
Jodhpur-Bikaner	...	...	4,999	40,836	...	1	2,493	18,319
Junagad State	...	...	165	600	2	7	168	679
Morvi	1	3	168	726	16	93	201	1,051
Mysore-Arsikere‖	24	140	41	170	83	315	1,409	7,070
Rohilkund and Kumaon	...	...	1,776	8,359	...	...	448	2,371
Udaipur-Chitorgarh	...	...	19	67	...	1	340	2,118
2′ 6″ and 2′ 0″ gauges.								
Barsi Light (2′ 6″)	...	...	103	632	...	...	529	2,586
Shahdara (Delhi)-Saharanpur Light (2′ 6″). ...	...	...	156	1,411	...	...	37	279
Darjeeling Himalayan (2′0″)	...	...	652	4,210	...	...	154	789
Other 2′ 6″ & 2′ 0″ gauge lines	37	96	520	2,409	1	5	723	2,202
Total 1919-20	8,707	1,08,081	191,724	22,11,541	4,043	53,077	1,43,380	17,24,198
*Total 1918-19	16,726	2,60,137	229,616	25,68,706	3,640	56,371	121,257	13,76,530
Increase	...	...	...	...	403	...	22,123	3,47,668
Decrease	8,019	1,52,056	37,892	3,57,165	...	3,294	...	...

*Excludes the Matheran Light Railway for which information is not available.

†Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3½″ gauge).

§Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

	XI.		XII.		XIII.	
					Jute.	
Total.	Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
85	86	87	88	89	90	91	92
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
16,171	1,99,879	636	6,750	15,581	1,38,760	24,606	1,43,122
14,570	1,14,887	305	4,677	3,139	42,481	157	2,519
32,835	2,25,169	245	1,008	28,680	43,928	1,245,204	95,42,536
42,028	6,81,021	1,411	14,585	43,305	3,47,576	58,688	1,82,693
29,910	4,55,112	1,013	12,717	10,501	1,03,594	225	2,743
55,970	7,24,910	887	8,257	7,458	65,774	3,086	31,678
7,746	86,340	310	2,695	401	3,929	121	887
50,347	7,13,206	234	2,844	2,260	20,363	110	2,053
14,041	98,735	981	4,834	16,919	78,544	...	...
20,822	2,12,633	169	1,445	6,842	59,201	59	522
2,201	20,212	26	362	134	1,146	148,911	7,38,842
11,798	1,11,534	120	818	10,670	55,916	5,895	38,753
592	3,559	134	789	...	...	18,305	57,825
280	1,323	14	75	...	...	...	...
10,682	1,52,775	101	660	4,211	22,990	750	8,864
17,606	1,59,624	23	384	1	13	21	267
...	...	...	...	...	...	...	...
803	2,951	4	18	...	...	...	...
4,105	35,163	54	425	109	1,337	19	184
68	316	...	...	...	...	1	5
7,492	59,156	3	23	97	640	53	251
335	1,286	9	43	...	...	...	...
386	1,876	8	20	2	7	...	...
1,557	7,695	20	94	26	152	1	5
2,224	10,730	128	566	8,855	27,516	193	748
368	2,186	...	...	5	42	3	23
632	3,218	8	30	83	396	8	20
193	1,690	14	57	188	621	...	...
806	4,999	5	57	...	...	7,802	27,259
1,286	4,712	26	48	59	348	907	2,136
347,854	40,96,897	6,888	64,281	159,526	10,15,224	1,515,125	10,783,935
371,239	42,61,744	4,918	42,757	163,774	10,74,890	1,134,953	78,79,419
...	...	1,970	21,524	...	...	380,172	29,04,516
23,385	1,64,847	...	...	4,248	59,666	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XIII—*concld.*				XIV.	
	JUTE—*concld.*				LEA	
	(2) Gunny bags and cloth.		TOTAL.		Lac.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
93	94	95	96	97	98	99
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	51,679	9,10,217	76,285	10,53,339	18,764	2,53,767
Bombay, Baroda and Central India	16,301	1,41,642	16,458	1,44,161	408	7,750
Eastern Bengal	32,647	1,49,286	1,277,851	96,91,822	1,988	26,535
East Indian	90,937	16,41,711	149,625	18,24,404	21,183	3,93,321
Great Indian Peninsula*	47,554	7,49,280	47,779	7,52,023	1,806	15,383
Madras and Southern Mahratta†	33,976	3,79,964	37,062	4,11,642	136	2,742
Nizam's Guaranteed State	4,470	47,606	4,591	48,493	29	164
North Western	69,127	5,43,662	69,237	5,45,715	601	6,945
Oudh and Rohilkhand	13,537	1,08,308	13,537	1,08,308	262	3,141
South Indian	18,062	1,52,606	18,121	1,53,128	446	3,750
3′ 3⅜″ gauge.						
Assam-Bengal	1,760	12,749	150,671	7,51,591	1,384	6,194
Bengal and North-Western	21,067	1,50,263	26,962	1,89,016	901	9,036
Bengal Dooars	427	2,056	18,732	59,881	...	...
Bhavnagar State‡	1,534	6,167	1,534	6,167	5	32
Bombay, Baroda and Central India§ ...	23,846	1,93,313	24,596	2,02,177	746	9,001
Burma	26,086	1,59,082	26,107	1,59,949	1,292	25,369
Dibru-Sadiya	...	...	...	...	...	...
Gondal	1,703	4,816	1,703	4,816	...	...
Hyderabad Godavari Valey, Hingoli Branch and Secunderabad-Gadwal.	4,343	37,883	4,362	38,067	45	375
Jamnagar	139	405	140	410	1	5
Jodhpur-Bikaner	18,473	90,888	18,526	91,139	1,186	10,819
Junagad State	566	1,865	566	1,865	...	...
Morvi	495	1,966	495	1,966	10	39
Mysore-Arsikere‖	822	3,560	823	3,565	2	6
Rohilkund and Kumaon	2,929	12,198	3,122	12,946	39	179
Udaipur-Chitorgarh	274	1,308	277	1,331	1	6
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	2,089	10,424	2,097	10,444	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,161	3,436	1,161	3,436	1	5
Darjeeling Himalayan (2′ 0″)	1,240	6,815	9,042	34,074	4	31
Other 2′ 6″ & 2′ 0″ gauge lines	1,175	3,396	2,082	5,532	5	17
Total 1919-20	488,419	55,27,472	2,003,544	1,63,11,407	51,245	7,74,612
Total 1918-19	587,100	61,81,476	1,722,053	1,40,60,895	32,952	4,64,745
Increase	...	...	281,491	22,50,512	18,293	3,09,867
Decrease	98,681	6,54,004	...	...	...	...

*Excludes the Matheran Light Railway for which information is not available.

†Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3⅜″ gauge).

§Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XV.						XVI.			
THER.						LIQUORS.			
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
100	101	102	103	104	105	106	107	108	109
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,473	19,978	...	...	1,473	19,978	412	4,745	4,543	40,435
2,670	38,798	844	13,069	3,514	51,867	646	16,910	9,052	89,525
86	258	50	243	86	501	267	3,264	1,939	23,437
2,465	54,505	510	12,141	2,975	66,646	8,495	1,07,932	8,823	1,22,396
2,579	42,102	792	13,256	3,371	55,358	8,578	1,25,547	11,866	1,71,750
8,979	1,55,448	2,699	49,272	11,678	2,04,720	5,563	66,099	9,670	89,759
2,525	27,980	142	1,743	2,667	29,723	996	6,637	1,037	21,970
2,905	37,949	1,596	17,692	4,501	55,641	7,505	79,451	6,796	1,47,082
271	2,527	78	875	349	3,402	2,167	22,687	2,436	28,519
400	3,986	447	4,714	847	8,700	4,391	52,633	7,868	78,728
...	5	4	48	4	53	91	1,223	937	12,442
199	867	177	1,852	376	2,719	39	290	2,347	22,980
...	...	...	...	...	...	19	285	485	3,980
131	775	40	234	171	1,009	...	1	87	561
1,599	15,648	255	2,216	1,854	17,864	957	16,266	3,558	59,540
342	5,434	60	1,118	402	6,552	1,276	13,829	1,315	28,216
...	...	...	...	...	...	...	...	...	...
73	336	4	16	77	352	8	38	13	14
394	1,535	91	1,332	485	2,867	6	35	26	309
9	50	1	5	10	55	...	...	...	1
852	7,942	175	1,225	1,027	9,167	7	57	1,244	11,515
20	74	9	30	29	104	...	...	...	...
163	836	21	125	184	961	...	1	101	522
18	91	59	235	77	326	29	159	770	3,728
4	33	39	230	43	263	122	591	454	2,649
10	61	1	8	11	69	...	4	6	48
...	...	71	395	71	395	...	...	3	23
38	113	...	...	38	113	...	...	2	8
6	134	...	...	6	134	214	1,600	245	5,296
60	121	33	71	93	192	119	680	190	456
28,221	4,17,586	8,198	1,22,145	36,419	5,39,731	41,707	5,20,964	75,813	9,65,889
25,194	3,93,956	11,160	1,97,168	36,354	5,91,124	46,577	5,43,657	67,275	7,79,951
3,027	23,630	...	...	65	...	...	...	8,538	1,85,938
...	...	2,962	75,023	...	51,393	4,870	22,693	...	...

APPEN

Principal commodities carried by railways and the

The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XVI—*concld.*					
	LIQUORS—*concld.*					
	(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.		(1) Brass, unwrought.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
110	111	112	113	114	115	116
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	...	...	4,955	45,180	1,098	11,676
Bombay, Baroda and Central India ...	2	233	9,700	1,06,668	3,262	68,414
Eastern Bengal	...	...	2,206	26,701	656	2,567
East Indian	2	10	17,320	2,30,338	6,185	89,504
Great Indian Peninsula*	325	1,408	20,769	2,98,705	3,881	72,132
Madras and Southern Mahratta†	11,484	66,642	26,717	2,22,500	1,913	25,656
Nizam's Guaranteed State	2,469	21,746	4,502	50,353	116	1,000
North Western	185	3,168	14,486	2,29,701	979	9,724
Oudh and Rohilkhand	146	688	4,749	51,894	1,874	15,884
South Indian	1,099	6,936	13,358	1,38,297	1,371	14,334
3′ 3½″ gauge.						
Assam-Bengal	...	...	1,028	13,665	15	162
Bengal and North-Western	...	...	2,386	23,270	1,055	9,181
Bengal Dooars	...	...	504	4,265	51	253
Bhavnagar State‡	...	...	87	562	307	1,485
Bombay, Baroda and Central India§ ...	6	21	4,521	75,827	2,239	30,566
Burma	765	3,079	3,356	45,121	67	909
Dibru-Sadiya	...	...	...	...	...	...
Gondal	57	232	78	284	50	146
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	1,727	14,564	1,759	14,908	36	264
Jamnagar	131	614	131	615	14	44
Jodhpur-Bikaner	...	...	1,251	11,572	134	856
Junagad State	43	166	43	166	5	18
Morvi	...	...	101	523	2	11
Mysore-Arsikere‖	1,166	4,651	1,965	8,538	48	219
Rohilkund and Kumaon	...	...	576	3,240	80	518
Udaipur-Chitorgarh	...	...	6	52	10	64
2′ 6″ & 2′ 0″ gauges.						
Parsi Light (2′ 6″)	132	663	135	686	15	74
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	15	53	17	61	51	184
Darjeeling Himalayan (2′ 0″)	...	...	459	6,896	7	52
Other 2′ 6″ & 2′ 0″ gauge lines	26	121	335	1,257	20	91
Total 1919-20	19,780	1,24,995	137,500	16,11,848	25,541	3,55,988
Total 1918-19	18,647	1,13,507	132,499	14,37,115	13,187	1,46,385
Increase	1,133	11,488	5,001	1,74,733	12,354	2,09,603
Decrease	...	...	...	...	...	...

*Excludes the Matheran Light Railway for which information is not available.

†Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡Includes the results of the Dharangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3½″ gauge).

§Includes the results of the Dharangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikera Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XVII. METALS.							
(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) IRON AND STEEL. Unwrought (dust, slag, pig and old for re-manufacture).	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
117	118	119	120	121	122	123	124
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,821	22,919	1,138	15,974	741	13,356	76,234	2,24,023
530	10,896	2,412	52,421	351	7,879	1,375	14,523
2,837	20,302	711	1,306	712	6,345	...	...
4,355	70,796	1,336	26,810	988	17,742	51,021	3,25,182
3,637	65,669	1,946	26,571	963	17,536	16,050	1,39,459
1,075	15,144	986	12,795	375	5,110	10,591	79,706
202	2,905	147	1,182	129	1,663	423	3,288
689	10,898	864	5,594	619	6,425	6,540	60,443
1,707	16,054	249	2,331	133	1,615	1,927	14,512
1,271	13,636	314	2,642	165	1,853	8,617	48,345
318	3,865	...	2	3	22	352	1,946
1,606	19,231	71	827	133	1,591	2,161	14,161
...	...	1	9	...	...	...	...
97	533	254	1,323	83	479	24	156
1,282	13,894	1,375	16,740	376	4,875	2,098	13,908
276	4,314	77	1,187	143	2,756	675	5,715
...	...	...	...	...	...	5,989	37,075
89	329	6	16	53	145	111	408
152	2,141	3	38	62	822	174	1,689
10	52	...	4	3	6	...	...
133	1,168	111	455	52	414	893	4,196
17	76	5	18	17	76	...	...
23	97	22	60	30	90	101	313
100	598	12	73	58	323	28	152
797	4,620	2	10	64	412	319	1,512
11	62	28	172	5	36	62	325
120	687	10	43	37	217	—26	—61
57	250	8	29	4	20	200	574
20	240	...	...	16	82	18	399
97	414	3	13	9	40	225	650
23,329	3,01,790	12,091	1,68,640	6,324	91,930	1,86,182	9,92,525
15,730	1,79,839	6,516	51,064	3,900	65,888	134,837	8,19,850
7,599	1,21,951	5,575	1,17,576	2,424	26,042	51,345	1,72,675
...	...	...	...	...	...	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XVII

METALS

Railway system.	(5) Iron and Steel— *concld.* Wrought: (a) Bars, sheets girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures including hardware and cutlery.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
125	126	127	128	129	130	131
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	82,262	6,00,874	10,418	76,806	18,433	2,16,620
Bombay, Baroda and Central India.... ...	25,865	3,49,582	10,038	1,55,059	13,071	1,92,922
Eastern Bengal	25,772	1,01,194	9,048	53,863	17,727	1,30,723
East Indian	87,753	12,07,215	16,556	1,74,654	47,171	6,81,357
Great Indian Peninsula*	58,970	7,98,217	11,142	1,39,094	19,831	3,14,665
Madras and Southern Mahratta†	28,578	2,83,735	8,204	95,787	20,243	2,30,836
Nizam's Guaranteed State	1,814	14,515	949	10,155	5,273	43,333
North Western	38,691	3,55,213	7,107	91,609	21,334	2,86,916
Oudh and Rohilkhand	6,542	46,839	1,162	7,807	8,762	67,774
South Indian	17,452	1,37,099	4,631	62,319	10,808	1,05,925
3′ 3½″ gauge.						
Assam-Bengal	2,235	19,633	1,923	16,449	7,401	63,198
Bengal and North-Western	5,686	37,278	3,859	18,881	8,171	57,739
Bengal Dooars	1,868	24,627	405	7,404	...	...
Bhavnagar State‡	1,079	5,468	990	4,378	578	3,184
Bombay, Baroda and Central India§ ...	14,751	1,44,825	4,508	43,808	5,982	60,480
Burma	6,511	72,272	7,708	75,927	8,364	95,030
Dibru-Sadiya	...	...	...	...	...	...
Gondal	465	1,506	789	2,339	1,365	3,395
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,280	14,005	753	7,138	2,285	25,182
Jamnagar	34	121	45	237	314	1,530
Jodhpur-Bikaner	4,114	21,467	467	2,804	2,131	15,889
Junagad State	463	2,011	226	732	121	351
Morvi	119	430	84	343	554	1,963
Mysore-Arsikere‖	688	2,863	894	3,541	573	2,679
Rohilkund and Kumaon	1,379	7,289	506	2,663	2,213	11,388
Udaipur-Chitorgarh	140	702	21	131	100	572
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	543	2,444	240	944	420	2,001
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	229	844	291	894	165	667
Darjeeling Himalayan (2′ 0″)	...	...	307	4,088	1,155	15,562
Other 2′ 6″ & 2′ 0″ gauge lines	1,313	5,504	238	1,155	628	2,764
Total 1919-20	416,506	42,57,777	1,03,549	10,61,009	2,25,173	26,34,645
Total 1918-19	308,273	26,80,394	83,899	8,90,751	183,979	21,44,765
Increase	108,233	15,77,383	19,650	1,70,258	41,194	4,89,880
Decrease	...	...	...	...	...	...

*Excludes the Matheran Light Railway for which information is not available,

†Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡Includes the results of the Dharangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3 3½″ gauge).

§Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second-half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

—*concld.*						XVIII.	
—*concld.*						Mineral substances.	
(6) Metallic ores.		(7) Others.		Total.		(1) Marble and stone.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
132	133	134	135	136	137	138	139
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
9,85,740	24,53,603	6,291	88,832	1,184,206	37,29,683	45,055	90,376
60,437	2,60,110	6,336	89,746	123,677	12,01,552	105,559	2,51,349
...	...	31,562	87,080	89,025	4,03,380	31,828	34,749
1,297	14,948	9,415	1,54,628	226,087	27,62,836	379,224	8,35,311
182,636	13,84,065	6,151	97,512	305,207	30,54,920	242,763	9,82,179
8,627	70,134	10,404	1,06,463	90,996	9,25,366	83,226	2,93,192
2	10	849	8,431	9,904	86,482	79,023	1,49,117
4,842	28,466	5,711	61,317	87,286	9,16,605	163,340	4,39,090
...	...	3,197	27,339	25,553	2,00,155	24,603	56,364
72	900	6,814	70,106	51,515	4,57,159	102,261	1,95,411
...	...	2,618	20,885	14,865	126,162	42,777	1,46,872
2	33	5,031	45,206	27,775	2,04,128	12,048	43,522
...	...	1,473	19,596	3,798	51,889	8,761	17,100
...	...	467	1,803	3,879	18,809	22,615	29,253
...	...	3,745	48,963	36,356	3,78,059	136,993	2,95,748
39,638	70,334	19,135	3,02,711	82,594	6,31,155	185,337	2,43,986
...	...	963	7,568	6,952	44,643	1,796	4,175
10	18	196	477	3,134	8,779	163,060	1,52,883
...	...	119	1,235	4,864	52,509	4,011	14,725
...	...	10	35	430	2,029	12,870	30,939
42	781	1,303	8,899	9,380	56,929	76,636	1,68,668
...	...	...	...	854	3,282	74,149	59,594
...	...	98	396	1,033	3,703	19,111	19,848
3,816	4,385	199	870	6,413	15,708	3,822	9,939
...	...	859	3,436	6,219	31,848	8,886	11,364
...	...	56	355	433	2,419	1,246	2,289
...	...	63	287	1,422	6,636	1,981	4,795
...	...	118	540	1,123	4,002	1,039	2,892
34	259	10	112	1,567	20,794	1,105	880
60,447	75,622	134	512	63,114	86,765	179,274	2,82,205
1,347,642	43,68,668	123,327	12,55,340	2,469,664	1,54,88,386	2,214,299	48,68,815
1,112,584	45,03,419	116,331	11,82,102	1,979,236	1,26,64,457	2,243,161	44,10,888
235,058	...	6,996	73,238	490,428	28,23,929	...	4,57,927
...	1,34,751	...	...	...	...	28,862	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XVIII—*concld.*					
	MINERAL SUBSTANCES.—*concld.*					
	(2) Chalk and lime.		(3) Others.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
140	141	142	143	144	145	146
	Tons.	Rs.	Tons	Rs.	Tons.	Rs.
5′ 6″ gauge.						
Bengal-Nagpur...	379,165	7,31,939	2,685	24,545	426,905	8,46,860
Bombay, Baroda and Central India	12,550	44,732	6	65	118,115	2,96,146
Eastern Bengal...	55,987	1,19,510	...	...	87,815	1,54,259
East Indian	242,018	9,97,532	5,718	78,007	626,960	19,10,850
Great Indian Peninsula*	55,159	1,10,611	608	6,010	298,530	10,98,800
Madras and Southern Mahratta†	40,562	85,139	6,926	26,593	130,714	4,04,924
Nizam's Guaranteed State	1,038	7,535	...	...	80,061	1,56,652
North Western...	54,013	2,83,240	92	1,012	217,445	7,23,342
Oudh and Rohilkhand	63,268	77,523	33,674	30,990	121,545	1,64,877
South Indian	13,392	75,430	6,318	22,701	121,971	2,98.542
3′ 3½″ gauge.						
Assam-Bengal	12,481	48,470	...	7	55,258	1,95,349
Bengal and North-Western	89,177	87,921	48	867	51,273	1,32,310
Bengal Dooars	199	1,843	3,596	28,524	12,556	47,467
Bhavnagar State‡	15,487	29,786	...	...	38,102	59,039
Bombay, Baroda and Central India§	19,901	59,717	69	427	156,963	3,55,892
Burma	41,181	1,59,989	71	379	226,589	4,04,354
Dibru-Sadiya	6,355	15,259	36	85	8,187	19,519
Gondal	50,032	73,950	...	...	213,092	2,26,833
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	328	1,920	...	...	4,339	16,645
Jamnagar	1,193	2,914	8	25	14,071	33,878
Jodhpur-Bikaner	25,186	40,138	10	82	101,832	2,08 888
Junagad State	4,419	4,835	784	3,194	79,352	67,623
Morvi	695	811	...	...	19,806	20,359
Mysore-Arsikere‖	668	1,538	235	1,029	4,725	12,506
Rohilkund and Kumaon	4,916	9,037	...	...	13,802	20,401
Udaipur-Chitorgarh	98	145	...	...	1,344	2,434
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	6	25	...	...	1,987	4,820
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,683	4,057	...	...	2,722	6,949
Darjeeling Himalayan (2′ 0″)	1,947	14,535	...	...	3,052	15,475
Other 2′ 6″ & 2′ 0″ gauge lines	59,174	82,166	755	1,321	239,203	3,65,692
Total 1919-20	1,202,278	31,72,247	61,739	2,25,863	3,478,316	82,66,925
Total 1918-19	1,094,472	29,08,087	126,997	2,82,929	3,461,630	76,01,904
Increase...	107,806	2,64 160	...	...	13,686	6,65,021
Decrease	...	...	65,258	57,066	...	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dharangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3½″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second-half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XIX							
Oils.							
(1) Kerosene.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
147	148	149	150	151	152	153	154
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
47,826	9,16,997	1,020	12,907	3,278	37,309	2,729	24,495
39,282	5,73,434	4,282	36,846	3,847	63,797	445	4,639
209,145	6,38,154	157	1,203	2,293	18,197	10,671	47,603
133,964	16,93,406	2,214	21,898	2,763	32,964	7,636	85,590
110,564	16,30,371	2,660	27,227	4,845	72,048	640	7,712
120,336	12,81,503	4,527	45,806	10,603	1,26,371	32	370
9,027	82,111	3,688	26,132	257	2,169	...	...
70,508	15,27,276	594	5,424	5,175	58,091	1,976	18 200
29,919	2,15,608	1,234	9,601	232	1,567	1,758	6,973
67,194	8,24,567	1,981	15,432	16,233	1,34,907	99	539
71,274	3,50,175	46	485	155	1,326	1,779	12,225
39,068	2,19,411	1,106	8,252	355	2,648	2,594	15,624
3,257	15,029	18	218	59	333	565	3,363
2,614	8,485	145	575	244	1,206	190	534
18,814	98,939	1,597	12,231	2,563	23,276	1,708	14,168
44,781	5,02,378	1,002	13,261	1,518	15,598	86	1,431
...	...	...	...	...	...	...	...
4,590	11,453	130	394	111	338	...	1
6,535	64,863	889	7,092	218	2,009	...	...
812	1,947	10	31	6	21	...	...
11,394	1,09,741	217	1,218	4,416	35,708	155	1,095
1,627	6,569	38	120	92	371	...	...
1,662	6,746	97	332	11	40	...	2
4,402	19,856	277	1,022	67	276	10	39
3,605	13,519	193	626	7	78	407	2,384
535	2,551	18	53	5	29	22	143
2,553	11,751	21	102	337	1,357	...	...
577	1,752	8	36	4	18	33	103
1,520	14,915	28	238	84	1,293	751	7,507
2,321	7,059	132	328	168	656	398	839
1,059,656	1,08,50,566	28,239	2,49,090	59,945	6,34,001	34,684	2,55,579
888,817	81,67,134	26,176	2,22,584	60,973	6,84,593	40,280	3,08,381
170,839	26,83,432	2,063	26,506	...	...	...	...
...	...	...	...	1,023	50,592	5,596	52,802

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XIX—*concld.* Oils—*concld.* (5) Others.		Total.		Oil- (1) Castor.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
155	156	157	158	159	160	161
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	11,102	1,36,146	65,955	11,27,854	2,964	32,425
Bombay, Baroda and Central India	13,120	1,48,029	60,926	8,23,745	9,779	84,888
Eastern Bengal	6,655	15,504	228,921	7,20,661	438	3,294
East Indian	9,412	1,52,775	155,989	19,86,633	16,956	1,18,593
Great Indian Peninsula*	27,810	4,82,977	146,519	22,20,335	10,733	92,792
Madras and Southern Mahratta†	35,701	4,57,465	1,71,199	19,11,515	17,145	1,00,947
Nizam's Guaranteed State	2,270	19,382	15,242	1,29,794	24,314	1,92,804
North Western	11,979	1,44,803	90,232	17,53,794	667	4,291
Oudh and Rohilkhand	2,825	30,294	35,968	2,64,043	2,063	8,961
South Indian	33,014	2,53,280	118,521	12,28,725	3,684	19,619
3′ 3⅜″ gauge.						
Assam-Bengal	564	6,303	73,818	3,70,514	27	159
Bengal and North-Western	723	6,396	43,846	2,52,331	9,284	35,139
Bengal Dooars	158	2,551	4,057	21,494	...	...
Bhavnagar State‡	812	3,153	4,005	13,953	830	3,347
Bombay, Baroda and Central India§ ...	3,651	24,257	28,333	1,72,871	10,843	37,775
Burma	15,832	1,28,505	63,219	6,61,173	53	355
Dibru-Sadiya	17,623	48,523	17,623	48,523	...	...
Gondal	813	2,524	5,644	14,710	899	2,774
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,305	13,558	8,947	87,517	6,803	22,680
Jamnagar	123	667	951	2,666	88	280
Jodhpur-Bikaner	2,591	11,900	18,773	1,59,662	275	1,172
Junagad State	494	1,612	2,251	8,672	147	461
Morvi	343	1,401	2,113	8,521	209	1,589
Mysore-Arsikere‖	625	2,563	5,380	23,756	320	1,191
Rohilkund and Kumaon	520	3,480	4,642	20,087	2,987	10,184
Udaipur-Chitorgarh	71	399	651	3,175	11	36
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	240	1,160	3,151	14,370	5	27
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	11	52	633	1,961	39	79
Darjeeling Himalayan (2′ 0″)	197	2,131	2,580	26,084	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	279	890	3,298	9,772	1,481	2,236
Total 1919-20	2,00,863	21,02,675	1,383,387	1,40,91,911	1,23,044	7,78,073
Total 1918-19	221,321	23,64,142	1,237,567	1,17,46,834	278,655	17,73,950
Increase	...	...	1,45,820	23,45,077	...	...
Decrease	20,458	2,61,467	...	...	1,55,611	9,95,877

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XX.

SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
162	163	164	165	166	167	168	169
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
30,705	3,79,385	10,605	1,15,324	913	7,071	16,904	1,77,750
4,755	43,801	27,013	3,03,965	4,983	52,167	19,859	2,08,105
...	...	8,340	31,067	...	...	55,541	2,62,815
1,702	14,144	1,35,716	9,06,418	9,494	73,481	112,003	9,16,510
44,616	6,29,885	67,566	8,07,528	6,200	65,971	13,277	1,81,943
98,340	10,83,780	3,170	25,328	1,169	12,163	3,647	38,604
2,247	28,156	2,259	8,226	154	1,244	39	244
1,178	9,401	8,656	51,943	1,259	8,864	110,135	16,40,521
192	2,094	11,867	54,260	7,470	40,997	29,631	1,57,838
1,01,088	8,64,774	193	1,129	164	1,022	1,844	12,277
...	...	4,274	16,132	53	257	4,558	24,184
194	1,132	107,250	4,44,563	2,774	15,849	53,624	2,71,596
...	...	...	...	...	...	1,709	5,373
2,243	9,679	1	5	...	...	141	567
3,260	23,224	18,284	73,111	3,547	17,570	31,335	1,70,514
4,957	47,987	2	33	1	13	18	210
...	...	...	...	...	...	...	...
4,439	15,902	12	27	...	...	40	116
289	3,421	11,893	85,505	103	1,495	28	216
416	1,495	4	12	...	...	...	...
707	2,710	13,070	50,131	16	91	23,390	95,361
331	1,518	...	...	...	...	15	68
181	9 05	...	1	...	...	1	2
702	3,524	2	4	78	308	138	588
61	405	886	3,421	2,361	5,608	10,502	36,904
8	58	206	949	18	51	726	4,464
3,769	14,207	5,125	26,628	38	158	83	499
15	63	...	...	1	4	532	971
34	453	...	...	...	...	857	3,048
517	2,040	2,786	4,350	17	35	975	2,240
307,036	31,84,143	439,230	30,10,060	40,813	3,04,419	491,552	41,63,825
271,218	26,97,438	731,248	55,52,063	33,231	2,51,126	634,442	57,51,070
35,818	4,86,705	...	...	7,582	53,293	...	...
...	...	2,92,018	25,42,003		...	142,890	15,87,245

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XX.—*concld.*						XXI.	
	Oil-seeds—*concld.*							
	(6) Til or jinjili.		(7) Others.		Total.		Opium.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
170	171	172	173	174	175	176	177	178
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	14,062	1,23,256	32,716	2,77,52[illegible]	1,08,929	11,12,733	165	7,632
Bombay, Baroda and Central India ...	27,981	2,49,765	93,856	7,[illegible]9,857	188,226	17,42,548	47	1,312
Eastern Bengal	4,142	15,939	2,325	12,79[illegible]	70,786	3,25,908	66	2,412
East Indian	10,264	66,227	58,015	3,76,250	344,150	24,71,628	2,383	54,970
Great Indian Peninsula*	59,882	6,25,127	284,993	34,76,611	487,267	58,29,857	228	13,703
Madras and Southern Mahratta†	39,946	3,57,892	83,237	7,77,502	246,654	23,96,216	67	3,902
Nizam's Guaranteed State	21,150	1,85,601	27,201	1,87,487	77,364	6,03,762	...	...
North Western	7,165	37,565	51,609	340,240	180,669	20,92,825	119	3,288
Oudh and Rohilkhand	9,483	52,253	21,461	1,31,801	82,167	4,48,204	857	18,778
South Indian	29,395	2,15,704	1,014	8,18[illegible]	137,372	11,22,705	7	233
3 3½″ gauge.								
Assam-Bengal	1,646	6,996	54	475	10,612	48,173	3	90
Bengal and North-Western	7,545	52,072	4,778	27,290	185,419	8,47,941	3,784	55,012
Bengal Dooars	...	...	21	143	1,730	5,516	...	...
Bhavnagar State‡	4,765	20,020	9,749	37,554	17,729	71,172	2	17
Bombay, Baroda and Central India§ ...	27,866	2,17,435	107,062	8,06,091	202,197	13,45,720	259	9,746
Burma	11,378	85,267	4,144	16,023	20,553	1,49,891	17	294
Dibru-Sadiya	...	...	...	...	...	...	...	...
Gondal	7,577	19,618	19,834	51,997	32,861	90,434	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	4,507	37,851	57,235	4,84,571	80,858	6,35,739	...	...
Jamnagar	670	2,053	3,384	6,202	4,562	10,042	...	...
Jodhpur-Bikaner	6,726	29,948	‖51,707	¶2,06,889	95,891	3,86,302	12	200
Junagad State	2,043	7,290	9,830	41,168	12,366	50,500	...	...
Morvi	1,594	5,978	7,162	22,714	9,147	31,189	23	267
Mysore-Arsikere**	1,777	5,895	††948	‡‡3,921	4,025	15,431	...	...
Rohilkund and Kumaon	6,950	23,637	3,096	7,411	26,843	87,570	122	2,004
Udaipur-Chitorgarh	132	653	1,192	4,354	2,293	10,567	35	280
2′ 6″ and 2′ 0″ gauges.								
Barsi Light (2′ 6″)	264	863	20,165	1,05,323	29,449	1,47,705	2	12
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	83	279	3,650	7,657	4,350	9,053	...	...
Darjeeling Himalayan (2′ 0″)	...	...	...	...	891	3,501	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	1,662	3,719	5,563	10,792	13,001	25,412	...	...
Total 1919-20	310,655	24,48,903	966,031	82,23,821	2,678,361	2,21,18,244	8,198	1,74,157
Total 1918-19	214,244	16,84,932	749,[illegible]64	51,09,326	2,912,402	2,28,19,90[illegible]	10,027	2,15,273
Increase	96,411	7,63,971	216,667	31,19,495	...	...	...	...
Decrease	...	...	...	...	234,041	7,01,[illegible]61	1,829	41,116

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3½″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes 49,374 tons of cotton seeds.

¶ Includes Rs. 1,99,636 for cotton seeds.

** Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

†† Includes 25 tons of cotton seeds.

‡‡ Includes Rs. 60 for cotton seeds.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII							
		Provisions.							
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
179	180	181	182	183	184	185	186	187	188
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
3,203	67,631	19,886	2,68,819	3,606	58,264	5,038	79,592	28,530	4,06,675
2,626	51,046	34,759	4,71,738	7,530	1.29,747	27,125	2,44,082	69,414	8,45,567
15,644	31,876	1,881	10,623	520	5,386	5,667	41,953	8,068	57,962
19,198	3,04,357	9,890	1,57,840	12,196	2,04,872	94,794	10,12,607	116,880	13,75,319
5,930	95,520	61,412	8,65,310	12,041	2,02,841	40,947	5,36,643	114,400	16,04,794
4,386	71,155	82,709	8,40,335	9,472	1,15,945	46,851	4,11,571	139,032	13,67,851
558	4,372	17,263	1,77,758	1,446	23,277	3,013	25,277	21,722	2 26,312
4,673	74,984	45,493	7,96,254	9,392	1,43,965	28,581	3,08,911	83,466	12,49,130
4,245	44,028	2,629	18,494	4,551	41,103	3,842	41,585	11,022	1,01,182
3,080	51,715	1,417	11,089	2,879	29,843	64,268	5,71,180	68,564	6,12,112
406	3,727	1,095	13,877	241	2,875	3,839	34,069	5,225	50,821
2,998	11,957	2,525	27,722	7,577	96,362	10,642	67,517	20,744	1,91,601
50	421	214	608	13	119	631	4,964	858	5,691
91	464	1,708	8,516	865	5,447	4,650	17,442	7,223	31,405
1,798	22,844	20,201	2,07,873	8,795	1,01,540	13,762	1,14,192	42,758	4,23,605
427	6,340	1,539	14,855	737	12,000	52,441	6,35,146	54,717	6,62,001
...	...	...	...	...	...	452	4,137	452	4,137
80	224	3,120	7,623	1,547	6,111	10,315	27,580	14,982	41,314
129	1,697	5,838	57,373	360	4,717	6,113	31,954	12,311	94,044
17	77	8	46	49	239	2,218	6,280	2,275	6,565
436	4,181	6,288	37,985	7,102	49,277	2,015	12,987	15,405	1,00,249
65	281	607	2,575	1,312	5,974	4,361	14,267	6,280	22,816
106	465	3,087	9,530	782	4,107	890	3,599	4,759	17,236
124	677	1,563	4,883	134	762	2 086	6,515	3,783	12,160
100	609	833	4,975	1,055	7,653	2,547	12,501	4,435	25,129
51	356	615	2,998	125	1 ,137	891	3,934	1,631	8,069
50	241	2,325	9,985	116	571	270	1,354	2,711	11,910
23	142	54	239	247	930	721	3,253	1,022	4,422
109	1,846	33	590	53	707	11,040	89,581	11,126	90,878
54	203	1,759	5,505	1,282	5,673	1,731	4,331	4,775	15,509
70,657	8,53,736	330,751	40,36,018	96,025	12,61,444	451,794	43,69,004	878,570	96,66,466
64,523	7,66,631	323,545	35,16,236	136,544	14,39,103	451,876	43,82,548	911,965	93,37,887
6,134	87,105	7,206	5,19,782	...	...	...	...	33,395	3,28,579
...	...	...	...	40.519	1,77,659	82	13,544	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	Railway plant and rolling-stock car-					
	(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and tracks and parts thereof.		(a) Steel rails and fish-plates.	
	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
189	190	191	192	193	194	195
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	1,176	9,020	6,750	16,229	59,180	2,29,489
Bombay, Baroda and Central India	53	1,301	38	297	3,867	25,619
Eastern Bengal	17	23	708	2,333	11,439	28,980
East Indian	1,336	12,666	11,334	44,151	16,984	83,411
Great Indian Peninsula*	540	4,343	95	890	14,208	76,729
Madras and Southern Mahratta†	208	1,549	473	4,405	3,168	15,136
Nizam's Guaranteed State	17	241	4	84	348	3,255
North Western	16	227	208	3,108	1,810	15,286
Oudh and Rohilkhand	...	...	...	...	4,177	27,290
South Indian	7	85	130	916	710	658
3′ 3⅜″ gauge.						
Assam-Bengal	...	...	...	...	2,512	9,571
Bengal and North-Western	...	...	37	1,141	858	6,853
Bengal Dooars	...	...	...	...	1	2
Bhavnagar State‡	3	5	21	83	...	...
Bombay, Baroda and Central India§ ...	56	239	781	2,118	4,371	15,192
Burma	29	279	3	3	1,396	13,490
Dibru-Sadiya	...	...	...	...	...	...
Gondal	...	...	...	...	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	...	...	...	...	35	213
Jamnagar	9	16	15	51	231	245
Jodhpur-Bikaner	400	1,168	2,459	6,611	1,482	3,596
Junagad State	...	...	129	68	49	15
Morvi	47	33	...	...	166	288
Mysore-Arsikerie‖	...	...	...	...	347	442
Rohilkund and Kumaon	...	...	...	...	3	12
Udaipur-Chitorgarh	10	19	2	18	53	45
2′ 6″ and 2′ 0″ gauges.						
Barsi Lig (2′ 6″)	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	...	...	...	...	...	...
Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	1	1	36	33	154	286
Total 1919-20	3,920	31,215	23,223	82,403	127,549	5,56,103
Total 1918-19	6,060	39,711	23,161	1,38,755	151,807	7,61,631
Increase	...	...	62	...	...	...
Decrease	2,140	8,496	...	56,352	24,258	2,05,528

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the 2nd half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV.	
RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.							
(3) *Materials.*				Total.		Salt.	
(*b*) Sleepers and keys of steel and cast-iron.		(*c*) Others.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
196	197	198	199	200	201	202	203
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
7,700	68,020	79,097	3,88,693	153,903	7,11,451	171,334	13,80,722
30	552	31,026	92,828	35,014	1,20,597	205,766	8,51,698
158	1,154	6,925	9,435	19,247	41,925	143,377	6,61,931
4,509	804	79,523	2,61,137	113,686	4,02,109	339,480	12,75,287
13,168	78,380	8,923	72,123	36,934	2,32,465	271,681	25,56,051
1,104	6,283	82	374	5,030	27,747	136,514	9,64,565
76	194	...	...	445	3,774	34,832	2,14,014
189	108	34,308	2,93,765	36,531	3,12,494	204,184	15,15,804
22	54	6,014	43,747	10,213	71,091	96,964	5,70,449
571	2,074	6,306	25,941	7,724	29,674	151,599	7,90,028
...	...	13,899	20,047	16,411	29,618	32,218	1,38,033
...	...	...	...	895	7,994	167,461	10,13,326
...	...	...	...	1	2	5,635	19,761
...	...	4,388	2,929	4,412	3,017	3,324	6,347
61	1,084	875	6,813	6,144	25,446	318,268	28,00,654
152	2,197	...	...	1,560	15,969	44,848	5,29,279
...	...	...	...	...	...	1,109	4,826
...	...	1,633	2,060	1,633	2,060	4,406	7,062
109	464	...	...	144	677	20,068	1,45,110
...	...	69	96	324	408	157	544
294	646	1,443	4,044	6,078	16,065	58,012	2,64,606
...	...	970	536	1,148	488	1,785	2,570
...	...	364	720	577	1,041	924	1,890
12	14	760	843	1,119	1,299	11,914	31,287
...	...	26	93	29	105	34,442	1,47,941
...	...	...	...	65	82	1,650	8,240
...	...	...	...	...	...	6,340	28,269
...	...	...	1	...	1	2,997	6,167
...	...	2,917	6,151	2,917	6,151	3,621	34,457
15	28	3,475	6,208	3,681	6,556	8,664	22,987
28,170	1,62,056	2,83,023	12,38,584	465,885	20,70,361	2,483,604	1,59,93,265
30,612	2,45,285	249,812	13,78,744	460,952	25,64,126	2,638,990	1,78,94,434
...	...	33,711	...	4,933	...	...	...
2,442	83,229	...	1,40,160	...	4,93,765	1,55,386	19,01,169

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XXVI. Saltpetre and other saline substances.					
	(1) Saltpetre.		(2) Other saline substances.		Total.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
204	205	206	207	208	209	210
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5′ 6″ gauge.						
Bengal-Nagpur	451	4,493	1,565	16,449	2,016	20,924
Bombay, Baroda and Central India	2,692	28,380	1,704	18,189	4,396	46,569
Eastern Bengal	38	374	11,025	36,594	11,063	36,968
East Indian	22,375	2,52,492	20,768	1,20,919	43,143	3,73,411
Great Indian Peninsula*	2,471	23,313	3,269	24,874	5,740	48,187
Madras and Southern Mahratta†	1,685	16,168	457	3,649	2,142	19,817
Nizam's Guaranteed State	241	2,858	1,064	7,220	1,305	10,078
North Western	10,068	72,129	4,070	30,915	14,138	1,03,044
Oudh and Rohilkhand	753	3,623	2,582	11,011	3,335	14,634
South Indian	707	4,401	9	61	716	4,462
3′ 3½″ gauge.						
Assam-Bengal	...	...	667	4,740	667	4,740
Bengal and North-Western	10,947	46,315	8,014	30,555	18,961	76,870
Bengal Dooars	...	...	507	1,363	507	1,363
Bhavnagar State‡	88	360	...	...	88	360
Bombay, Baroda and Central India§ ...	5,695	41,634	3,638	24,491	9,333	66,125
Burma	...	...	140	2,107	140	2,107
Dibru-Sadiya	...	...	...	...	...	...
Gondal	32	91	60	193	92	284
Hyderabad Godavri Valley, Hingoli Branch and Secunderabad Gadwal.	109	1,171	186	1,040	295	2,211
Jamnagar	...	...	17	70	17	70
Jodhpur-Bikaner	253	1,061	2,212	9,599	2,450	10,660
Junagad State	7	30	...	...	7	30
Morvi	23	83	...	1	23	84
Mysore-Arsikere‖	31	120	1	3	32	123
Rohilkund and Kumaon	116	626	2,804	6,463	2,920	7,089
Udaipur-Chitorgarh	18	94	89	491	107	585
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	68	358	26	134	94	492
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	103	292	260	534	363	826
Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	30	110	314	612	344	722
Total 1919-20	58,986	5,70,476	65,448	3,52,277	1,24,434	8,52,853
Total 1918-19	80,726	6,72,222	64,134	3,78,818	1,44,860	10,51,040
Increase	...	...	1,314	...	...	...
Decrease	21,740	1,71,946	...	26,541	20,426	1,98,187

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3½″ gauge.)

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XXVII.

SILK.

(1) Raw.				(2) Piece-goods.				Total.	
(*a*) Foreign.		(*b*) Indian.		(*a*) Foreign.		(*b*) Indian.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
211	212	213	214	215	216	217	218	219	220
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	239	4,768	...	...	1	5	240	4,793
109	2,993	18	558	30	1,992	22	968	179	6,516
...	...	114	1,576	...	...	...	...	114	1,576
...	...	140	1,637	1	59	5	183	146	1,879
37	1,307	91	2,438	19	247	33	2,187	185	6,179
28	500	504	11,993	...	...	...	2	532	12,495
...	3	...	...	...	...	...	1	...	4
72	1,411	123	8,409	12	162	65	543	272	10,525
...	...	7	102	2	9	5	124	14	235
2	4	27	439	2	31	54	1,247	85	1,721
4	64	11	129	...	...	...	...	15	184
...	...	...	1	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...
...	...	1	9	...	...	...	...	1	9
54	2,592	7	339	6	294	13	676	80	3,901
34	1,272	67	2,143	11	461	...	2	112	3,878
...	...	...	...	...	...	...	...	...	...
...	...	6	20	...	...	1	2	7	23
...	2	...	...	...	...	...	...	...	2
1	1	...	...	...	...	...	...	1	1
...	8	...	1	2	12	...	...	2	21
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	237	1,114	...	...	30	99	267	1,213
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	4	11	...	...	1	6	5	
341	10,162	1,596	35,678	85	3,267	235	6,065	2,257	55,172
373	10,372	863	22,086	92	4,343	104	2,686	1,432	39,487
...	...	733	13,592	...	...	131	3,379	825	15,685
32	210	...	...	7	1,076	...	...	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
221	222	223	224	225	226	227
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5′ 6″ gauge.						
Bengal-Nagpur...	10,474	1,97,609	240	9,030	8,302	1,20,022
Bombay, Baroda and Central India	2,644	50,813	57	1,555	4,836	69,965
Eastern Bengal...	20,133	1,77,015	991	17,530	8,768	49,900
East Indian	13,703	4,14,356	592	20,902	12,639	2,01,525
Great Indian Peninsula*	14,363	3,23,156	605	19,234	14,716	1,65,883
Madras and Southern Mahratta†	18,081	2,75,287	992	22,392	30,721	3,30,537
Nizam's Guaranteed State	1,055	11,980	...	2	6,468	45,002
North Western	1,072	9,597	246	4,590	8,695	1,10,035
Oudh and Rohilkhand	4,124	69,977	147	2,153	1,410	16,338
South Indian	25,280	2,13,016	1,231	22,057	19,313	1,90,929
3′ 3⅜″ gauge.						
Assam-Bengal	5,031	50,756	...	...	3,042	27,012
Bengal and North-Western	5,351	49,320	630	12,027	15,035	1,19,367
Bengal Dooars	578	2,576	51	787	85	642
Bhavnagar State‡	684	4,173	...	1	551	2,830
Bombay, Baroda and Central India§	1,670	16,673	66	1,543	7,293	81,861
Burma	9,455	1,18,857	7	86	8,512	1,55,510
Dibru-Sadiya	...	...	...	...	...	...
Gondal	465	1,731	...	...	420	1,490
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,039	12,538	...	4	767	7,085
Jamnagar	84	227	...	...	75	245
Jodhpur-Bikaner	362	2,944	9	79	2,758	20,239
Junagad State	254	1,161	...	...	131	626
Morvi	76	369	...	1	292	1,559
Mysore-Arsikere‖	3,600	13,191	174	444	618	4,047
Rohilkund and Kumaon	616	3,830	23	168	2,232	17,303
Udaipur-Chitorgarh	16	124	1	9	95	636
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	1,052	4,341	...	...	125	696
Shahdara- (Delhi)-Saharanpur Light (2′ 6″) ...	21	103	...	1	100	489
Darjeeling Himalayan (2′ 0″)	234	3,251	1,228	14,383	69	862
Other 2′ 6″ & 2′ 0″ gauge lines	231	771	2	14	327	1,397
Total 1919-20 ...	141,828	20,32,142	7,292	1,49,022	158,458	17,44,162
Total 1918-19 ...	129,495	19,58,635	7,436	1,52,146	160,972	17,30,889
Increase... ...	12,333	73,507	...	...	...	13,273
Decrease... ...	...	...	144	3,124	2,514	...

* Excludes Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (5′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the result of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 19199-20 Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.

ons.

(4) Ginger.		(5) Pepper.		(6) Others.		Total.	
Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
228	229	230	231	232	233	234	235
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
275	4,632	6,431	73,710	8,171	1,19,034	33,893	5,23,467
927	24,763	1,462	38,728	14,209	2,02,542	24,135	3,88,366
1,180	12,571	1,077	16,115	8,825	58,982	40,974	3,32,113
622	6,643	2,111	46,348	13,412	2,21,005	43,079	9,10,779
804	18,992	2,305	67,030	15,132	2,07,053	47,925	8,04,358
679	10,436	9,160	1,40,808	21,896	2,39,226	81,582	10,18,686
103	1,180	46	467	1,758	18,357	9,430	76,988
737	11,652	766	11,500	2,826	37,760	15,392	1,85,104
357	2,704	321	2,346	2,846	17,493	9,235	1,11,011
1,303	17,620	12,133	1,05,729	350	2,508	59,615	5,51,859
3	20	79	754	351	2,954	8,506	81,496
1,813	23,073	991	11,743	5,910	56,435	29,810	2,71,935
71	81	73	369	140	913	998	5,368
16	75	1	1	408	1,985	1,660	9,115
844	16,492	848	24,717	15,691	1,22,867	26,412	2,64,153
3,695	40,735	111	1,856	807	8,573	22,587	3,25,617
...	...	...	...	...	...	...	...
6	22	5	17	324	1,140	1,220	4,400
35	330	37	489	630	5,887	2,508	26,333
1	6	2	9	4	18	166	605
46	419	107	1,041	1,147	6,344	4,429	31,066
...	...	...	...	755	2,948	1,140	4,735
14	55	3	15	896	3,470	1,231	5,469
9	44	121	744	748	3,094	5,270	21,564
115	619	29	242	614	2,426	3,659	24,538
19	112	197	818	92	487	420	2,186
12	65	8	70	394	1,609	1,591	6,781
59	342	...	1	144	405	324	1,341
...	...	26	312	10	124	1,617	18,932
24	103	22	42	986	2,708	1,592	5,035
13,874	1,93,786	38,472	5,46,021	120,476	13,48,347	480,400	66,13,480
16,505	2,28,621	36,292	5,31,511	115,341	12,19,367	466,041	58,21,169
...	...	2,180	14,110	5,135	1,28,980	14,359	1,92,311
2,631	34,835	...	...	...	...	...	...

APPEN

—*Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

XXIX.

Su

Railway system.	(1) Refined or crystallised, including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
236	237	238	239	240	241	242
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	28,752	4,82,070	4,159	50,360	24,360	2,91,244
Bombay, Baroda and Central India	28,787	3,74,421	3,748	24,423	58,691	7,82,572
Eastern Bengal	17,509	1,24,147	9,019	48,478	52,533	2,39,171
East Indian	82,969	16,28,016	40,044	3,50,524	162,833	10,11,949
Great Indian Peninsula*	63,118	8,10,751	3,837	40,681	127,239	12,87,819
Madras and Southern Mahratta†	21,032	1,67,032	11,337	1,00,733	113,064	7,94,078
Nizam's Guaranteed State	2,859	23,794	482	2,466	7,664	53,939
North Western	78,090	11,42,063	84,307	4,92,763	112,064	9,08,536
Oudh and Rohilkhand	16,938	1,38,054	36,202	2,47,710	66,968	4,55,438
South Indian	22,104	1,60,632	1,776	14,942	41,875	2,60,522
3′ 3⅜″ gauge.						
Assam-Bengal	317	2,035	1,626	10,659	8,768	52,748
Bengal and North-Western	9,304	72,384	56,236	4,68,042	172,397	10,34,321
Bengal Dooars	382	1,744	519	3,214	1,159	4,820
Bhavnagar State‡	6,064	27,154	...	...	5,611	25 245
Bombay, Baroda and Central India§	28,530	2,96,443	46,650	4,73,785	124,279	11,60,604
Burma	20	247	7,257	78,541	50,803	3,50,409
Dibru-Sadiya	...	...	...	...	984	9,016
Gondal	6,767	20,087	...	...	4,523	14,957
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,732	27,192	613	5,227	,135	48,768
Jamnagar	640	1,236	...	...	973	3,613
Jodhpur-Bikaner	7,077	32,738	6,576	35,144	20,372	1,25,759
Junagad State	3,116	12,559	...	...	884	3,123
Morvi	95	125	965	3,570	3,247	11,643
Mysore-Arsikere‖	640	2,376	3,035	7,799	1,854	4,366
Rohilkund and-Kumaon	4,706	20,573	10,515	37,771	31,493	1,48,434
Udaipur-Chitorgarh	880	4,254	242	1,396	904	3,708
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	1,231	4,448	219	892	744	2,935
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	86	254	10,980	32,786	12,935	34,794
Darjeeling Himalayan (2′ 0″)	381	7,198	786	11,167	425	2,594
Other 2′ 6″ & 2′ 0″ gauge lines	2,008	2,721	2,757	6,880	12,083	28,145
Total 1919-20 ...	437,674	55,86,748	343,887	25,49,953	1,226,864	91,55,270
Total 1918-19 ...	704,373	92 88,700	424,386	29,81,	1,266,067	90,41,004
Increase ...	...	...	...	...	...	1,14,266
Decrease ...	266,699	37,01,952	80,499	4,31,894	39,203	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3⅜″ gauge).

§ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

GAR.		XXX. TEA.					
TOTAL.		(1) Foreign.		(2) Indian.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
57,271	8,23,674	...	...	4,368	1,46,323	4,368	1,46,323
91,203	11,81,416	2,023	36,133	2,120	55,613	4,146	91,746
79,061	4,11,796	...	...	59,862	11,03,642	59,862	11,03,642
285,846	29,90,489	...	...	8,521	2,66,321	8,521	2,66,321
194,194	21,39,251	519	4,982	6,791	1,92,324	7,310	1,97,306
145,433	10,61,843	94	1,109	2,113	41,442	2,207	42,551
11,005	80,199	3	34	158	2,314	161	2,348
274,461	25,18,362	2,370	54,267	3,329	85,075	5,699	139,342
120,108	8,41,202	...	...	1,628	12,440	1,628	12,440
65,755	4,36,096	4	71	12,313	1,20,650	12,317	1,20,721
10,711	65,442	...	...	58,679	9,99,512	58,679	9,99,512
238,487	15,74,747	...	...	87	1,537	87	1,537
2,060	9,778	...	...	29,948	6,32,504	29,948	6,32,504
11,675	52,899	11	78	310	2,118	32	2,196
199,459	19,30,832	1,213	37,437	889	15,128	2,102	52,565
58,080	4,29,197	443	8,266	3,511	76,358	3,954	84,624
984	9,016	...	...	18,520	1,66,196	18,520	1,66,196
11,290	35,044	5	18	285	1,217	290	1,235
8,480	81,187	17	202	19	442	36	644
1,613	4,849	...	1	35	148	35	149
34,025	1,93,641	108	1,310	186	2,104	294	3,414
4,000	15,682	4	17	86	406	90	423
4,307	15,333	...	1	147	803	147	804
5,529	14,541	...	...	29	167	29	167
46,714	2,06,778	...	...	66	531	66	531
2,026	9,358	...	2	4	35	4	37
2,194	8,275	8	35	13	66	21	101
24,001	67,834	...	...	...	3	...	3
1,592	20,959	...	...	9,021	1,03,574	9,021	103,574
16,908	37,746	19	54	6,661	33,080	6,680	33,134
2,008,425	1,72,91,971	6,844	1,44,017	229,699	40,62,073	36,543	42,06,090
2,394,826	2,13,11,551	8,838	1,98,496	231,092	40,24,693	239,980	42,23,189
...	...	...	...	...	37,380	...	...
386,401	40,19,580	1,994	54,479	1,393	...	3,387	17,099

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXI.

TOBA

Railway system.	(1) Unmanufactured.		(2) Manufactured.			
			(a) Cigars.		(b) Other sorts.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
251	252	253	254	255	256	257
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	16,829	2,52,461	...	...	2,666	59,819
Bombay, Baroda and Central India	19,687	2,40,157	240	883	544	14,706
Eastern Bengal	60,307	5,26,713	...	...	2,211	24,123
East Indian	30,892	3,48,044	4	99	8,584	1,95,937
Great Indian Peninsula*	19,465	2,44,084	293	12,716	3,710	1,02,689
Madras and Southern Mahratta†	39,719	4,03,222	382	10,023	5,930	1,03,574
Nizam's Guaranteed State	5,733	79,808	16	263	853	12,484
North Western	15,410	1,74,938	11	230	6,023	1,33,513
Oudh and Rohilkhand	5,800	57,760	15	157	1,447	15,346
South Indian	24,660	2,08,070	1,625	25,359	2,245	29,155
3′ 3¾″ gauge.						
Assam-Bengal	5,775	64,322	...	...	332	4,821
Bengal and North-Western	50,886	4,73,636	...	1	2,256	19,932
Bengal Dooars	9,864	35,130	...	...	212	2,241
Bhavnagar State‡	1,155	6,949	74	562	244	1,321
Bombay, Baroda and Central India§	18,927	2,58,456	12	340	635	11,750
Burma	15,850	1,30,56	639	14,919	1,832	36,231
Dibru-Sadiya	...	...	...	...	...	...
Gondal	1,035	4,220	37	196	437	2,069
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	3,016	50,497	...	7	457	7,471
Jamnagar	377	2,120	2	11	81	482
Jodhpur-Bikaner	5,374	42,190	18	237	483	4,026
Junagad State	396	1,805	...	...	60	306
Morvi	1,601	8,676	14	103	45	296
Mysore-Arsikere‖	2,196	10,900	4	26	311	1,895
Rohilkund and Kumaon	2,817	24,753	...	...	2,224	12,548
Udaipur-Chitorgarh	426	2,539	...	...	6	42
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	428	2,419	59	413	94	738
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	443	1,746	...	...	49	381
Darjeeling-Himalayan (2′ 0″)	600	7,292	523	9,059	314	1,304
Other 2′ 6″ & 2′ 0″ gauge lines	823	3,028	39	150	95	329
Total 1919-20	360.566	34,00,191	4,007	75,754	43,480	10,69,529
Total 1918-19	329,951	29,21,612	3,652	68,207	38,749	7,65,139
Increase	30,615	4,78,579	355	7,547	4,731	3,04,390
Decrease	...	...	...	...	...	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Includes the results of the Dhrangadra Railway for the first half of 1919-20, those for the second half are included with the Bombay Baroda and Central India railway (3′ 3¾″ gauge.)

§ Includes the results of the Dhrangadra railway for the second-half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

	XXXII.					
ccc.	Wood.					
Total.	(1) Timber, unwrought.		(2) Manufactures.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
258	259	260	261	262	263	264	265
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
19,495	3,12,280	135,761	6,83,643	8,319	82,677	144,080	7,66,320
20,471	2,55,746	117,193	8,34,171	7,269	81,182	124,462	9,15,353
62,518	5,50,836	79,776	2,76,201	12,775	1,04,696	92,551	3,80,897
39,460	5,44,080	107,863	4,28,681	10,981	1,25,579	118,344	5,54,260
23,468	3,59,489	235,931	12,48,635	11,723	1,71,712	247,654	14,20,347
45,131	5,16,819	156,541	8,27,316	14,143	1,45,985	170,684	9,73,301
6,602	92,555	59,123	2,57,507	1,57	13,497	60,099	2,71,004
21,444	3,08,681	251,429	11,19,744	23,775	1,79,767	275,204	12,99,511
7,262	73,263	156,826	3,41,707	7,173	39,564	163,999	3,81,271
28,530	2,62,584	263,969	12,78,776	13,554	1,19,835	277,523	13,98,611
6,107	69,143	11,798	52,393	10,497	84,255	22,295	1,36,648
53,142	4,98,569	72,088	2,48,501	6,225	41,755	78,313	2,90,256
10,076	37,371	9,070	61,643	1,544	3,881	10,614	65,024
1,473	8,832	22,458	93,852	998	5,626	23,456	99,478
19,644	2,70,546	65,939	3,14,890	4,612	35,749	70,551	3,50,639
18,321	1,81,306	211,366	9,01,656	3,132	25,211	214,498	9,26,867
...	...	11,811	43,908	...	...	11,811	43,908
1,509	6,485	14,057	30,681	376	1,602	14,433	32,283
3,473	57,975	21,008	69,162	860	8,726	21,868	77,888
460	2,618	2,478	5,253	54	228	2,532	5,481
5,875	46,453	11,508	57,668	1,376	11,507	12,384	69,175
456	2,111	3,064	12,021	120	504	3,184	12,525
1,660	9,075	2,727	6,106	440	1,874	2,467	7,980
2,511	11,921	9,897	32,827	1,211	5,344	11,108	38,171
5,041	37,301	1,40,497	4,82,782	1,350	7,572	141,847	4,90,354
432	2,581	438	1,232	22	140	460	1,372
581	3,570	1,481	6,251	281	1,526	1,762	7,777
492	2,127	2,477	5,868	228	861	2,705	6,729
1,437	17,655	2,099	10,279	574	7,094	2,673	17,373
962	3,507	23,712	40,723	959	2,846	24,671	43,569
4,08,053	45,45,474	2,203,185	97,74,077	1,46,147	13,10,295	2,349,332	1,10,84,372
372,352	38,54,958	2,352,882	1,15,25,545	153,674	13,52,129	2,506,556	1,28,77,674
35,704	6,90,516	...	...	...	...	...	...
...	...	149,697	17,51,468	7,527	41,834	157,224	17,93,302

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Railway system.	Wool					
	(1) Raw.		(2) Manufac. (a) Carpets and rugs.		(b) Piece-goods, European.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
266	267	268	269	270	271	272
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	96	2,495	...	...	...	...
Bombay, Baroda and Central India	7,805	1,90,891	114	3,280	55	2,195
Eastern Bengal	1,895	28,161	...	...	...	...
East Indian	3,314	38,263	802	22,509	29	780
Great Indian Peninsula*	1,211	31,867	273	11,298	272	1,136
Madras and Southern Mahratta†	1,702	36,898	309	6,280	2	28
Nizam's Guaranteed State	376	7,809	76	1,049	1	10
North Western	33,591	10,28,588	301	5,204	64	1,826
Oudh and Rohilkhand	1,001	7,605	397	2,311	...	...
South Indian	217	2,650	378	5,873	29	206
3′ 3¾″ gauge.						
Assam-Bengal	1	17	12	84	...	...
Bengal and North-Western	1,075	20,372	202	733	2	29
Bengal Dooars	...	...	...	...	...	...
Bhavnagar State‡	522	4,338	...	...	...	...
Bombay, Baroda and Central India§	12,551	2,34,964	72	2,905	18	694
Burma	4	56	23	444	1	32
Dibru-Sadiya	...	...	...	...	...	...
Gondal	798	3,404	...	...	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	17	211	24	471	1	5
Jamnagar	168	695	3	15	...	...
Jodhpur-Bikaner	7,428	81,752	5	83	...	...
Junagad State	81	418	...	...	...	...
Morvi	787	5,507	...	...	...	...
Mysore-Arsikere‖	112	871	8	64	...	...
Rohilkund and Kumaon	36	303	10	89	...	...
Udaipur-Chitorgarh	167	1,189	...	1	...	...
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	...	2	1	12	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	28	136	...	...	...	...
Darjeeling-Himalayan (2′ 0″)	2,982	15,337	11	144	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	339	884	...	...	...	...
Total 1919-20	78,304	17,45 183	3,021	61,960	474	6,941
Total 1918-19	95,516	17,52,069	1,875	27,953	566	10,469
Increase	...	...	1,146	34,008	...	...
Decrease	17,212	6,886	...	...	92	3,528

* Excludes the Matheran Light railway for which information is not available.

† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways for the first-half of 1919-20. Those for the second-half are included with the Mysore-Arsikere railway.

‡ Includes the results of the Dharangadra railway for the first-half of 1919-20, those for the second-half are included with the Bombay, Baroda and Central India railway (3′ 3¾″ gauge).

§ Includes the results of the Dharangadra railway for the second half of 1919-20, those for the first-half are included with the Bhavnagar State Railway.

‖ Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahrata Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura railways.

DIX 12—*contd.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

						XXXIV.	
tured.							
(*c*) Piece-goods, Indian.		(*d*) Other sorts of manufactures.		Total.		All other articles of merchandise.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	523	15,001	619	17,496	421,008	21,20,572
190	2,514	33	665	8,197	1,99,085	558,068	43,28,141
...	...	177	2,362	2,072	30,523	216,018	7,47,996
448	9,315	1,072	17,823	5,665	88,690	706,229	42,23,249
95	4,106	1,372	20,074	3,228	68,451	542,707	46,34,543
43	971	1,307	16,863	3,363	61,040	411,075	20,62,324
125	1,444	...	...	578	10,312	16,292	28,584
301	5,080	1,035	12,676	35,292	10,53,394	13,73,724	1,42,76,546
520	5,307	303	3,426	2,221	18,649	318,772	12,54,619
150	4,029	86	1,168	860	13,926	338,735	24,80,989
...	...	49	466	62	567	23,695	1,95,869
151	2,029	5	57	1,435	23,250	152,825	6,25,966
...	...	...	...	...	...	4,530	52,130
...	...	...	...	522	4,338	8,226	34,455
238	4,136	40	744	12,919	2,42,543	221,999	15,48,016
2	16	16	457	46	1,005	316,563	16,05,381
...	...	...	...	...	...	77,868	1,67,118
6	21	51	135	855	3,580	17,636	36,114
81	841	...	...	123	1,528	9,477	74,703
...	...	...	...	171	710	3,007	9,347
...	6	286	2,690	7,719	84,531	¶79,406	**3,92,743
...	...	...	...	81	418	10,494	22,426
...	...	...	...	787	5,507	5,262	16,117
...	...	31	184	151	1,119	13,452	66,104
...	...	57	246	103	638	159,444	3,56,374
...	2	...	...	167	1,192	843	2,760
...	...	99	473	100	487	6,329	16,559
4	13	5	17	37	166	11,183	29,643
...	...	...	...	2,993	15,481	9,587	92,562
...	2	...	2	339	889	334,880	5,81,540
2,354	39,862	6,547	95,579	90,700	19,49,525	6,374,334	420,83,794
3,890	60,053	10,498	1,23,795	112,345	19,74,357	5,689,466	3,29,13,888
...	...	...	...	...	...	684,868	91,69,906
1,536	20,191	3,951	28,914	21,645	24,812	...	...

¶ Includes 1,866 tons of bones.
** Includes Rs. 6,578 for bones.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	GRAND TOTAL.		ANI-			
			(1) Horses.		(2) Cattle.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287
5′ 6″ gauge.	Tons.	Rs.	Tons ‡‡	Rs.	Tons ‡‡	Rs
Bengal-Nagpur	7,496,240	3,08,63,586	143	6,719	24 226	1,91,427
Bombay, Baroda and Central India	35,23,618	3,12,16,556	625	20,488	16,961	3,76,892
Eastern Bengal	4.593,582	2,07,84,996	100	811	14,456	1,22,538
East Indian	15,835,218	8,00,13,974	1,908	42,562	14,827	4,22,644
Great Indian Peninsula*	7,293,305	7,23,70,330	808	28,657	20,591	2,86,983
Madras and Southern Mahratta†	3,823,596	3,07,33,749	586	17,739	6,614	1,10,821
Nizam's Guaranteed State	1,084,644	57,36,410	72	1,134	108	1,829
North Western	6,137,993	5,35,72,132	1,618	32,472	12,589	1,63,649
Oudh and Rohilkhand	2,452,017	1,12,58,078	707	18,239	8,850	83,269
South Indian	2,502,126	1,74,06,019	140	2,066	4,977	51,472
3′ 3¾″ gauge.						
Assam-Bengal	842,914	‡48,73,937	33	667	2,523	24,942
Bengal and North-Western	2,831,779	§1,10,08,470	387	6,423	11,433	1,84,400
Bengal Dooars	169,760	12,79,323	...	...	21	122
Bhavnagar State‖	286,221	9,66,937	57	786	784	8,403
Bombay, Baroda and Central India¶ ...	2,644,645	2,09,79,751	965	25,617	19,255	3,28,662
Burma	2,880,751	1,75,01,181	892	25,178	10,042	2,55,744
Dibru-Sadiya	693,371	12,08,921	...	...	2,605	1,319
Gondal	**365,247	9,36,558	38	206	832	3,607
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	436,159	36,31,754	45	1,235	154	4,451
Jamnagar	62,343	1,71,215	1	28	48	445
Jodhpur-Bikaner	907,346	41,35,970	478	8,589	4,932	70,011
Junagad State	166,562	3,70,814	1	24	106	902
Morvi	128,407	3,83,537	43	720	265	2,633
Mysore-Arsikere††	131,369	4,89,610	32	360	295	3,016
Rohilkund and Kumaon	660,855	22,25,704	7	83	205	1,572
Udaipur-Chitorgarh	27,774	1,20,152	34	281	24	320
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	122,181	5,62,909	...	...	...	...
Shahdara (*Delhi*)-Saharanpur Light (2′ 6″) ...	102,880	2,70,046	...	...	...	...
Darjeeling-Himalayan (2′ 0″)	117,412	9,12,570	...	...	129	880
Other 2′ 6″ & 2′ 0″ gauges lines	861,827	16,43,714	...	...	12	87
Total 1919-20	68,718,342	43,66,33,933	97	2,41,036	1,77,864	27,63,340
Total 1918-19	72,929,461	45,65,25,265	18,317	3,16,808	1,70,628	23,58,249
Increase	...	...	...	...	7,236	4,05,091
Decrease	4,211,119	1,98,91,332	8,597	75,772	...	...

* Excludes the Matheran Light Railway for which information is not available.

† Includes the results of the Birur Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the first half of 1919-20. Those for the second half are included with the Mysore-Arsikere Railway.

‡ Excluding Rs. 75,315 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

§ Excluding Rs. 6,20,069 in respect of ferries and steam boats which are included in details. The tonnage and earnings of the Cawnpore.—Burhwal (3′ 3¾″ gauge link) railway are included throughout with the Bengal and North-Western Railway.

‖ Includes the results of the Dhrangadra Railway for first half of the 1919-20, those for the second half are included with the Bombay, Baroda and Central India Railway (3′ 3¾″ gauge).

¶ Includes the results of the Dhrangadra Railway for the second half of 1919-20, those for the first half are included with the Bhavnagar State Railway.

** Excluding 143,702 tons on account of interchange of traffic.

†† Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the second half of 1919-20. Particulars for the first half of the year are included with the Madras and Southern Mahratta Railway. Also includes the results of the Kolar District and Tarikere-Narasimharajapura Railways.

DIX 12—*concld.*

earnings therefrom during the financial year 1919-20.

railway in India and is therefore not the same as the total production and imports.]

XXXV.

MALS.					
(3) Sheep, etc.		(4) Elephants.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
288	289	290	291	292	293
Tons. ‡‡	Rs.	Tons. ‡‡	Rs.	Tons. ‡‡	Rs.
5,951	87,905	2	160	30,322	2,86,211
25,717	7,45,288	...	...	43,303	11,42,618
823	9,998	...	...	15,379	1,33,347
10,765	2,37,370	30	1,397	27,530	7,03,973
11,127	2,14,267	25	230	32,551	5,30,137
7,174	1,10,616	10	244	14,384	2,39,420
49	148	...	...	229	3,111
891	17,941	37	341	15,135	2,14,403
1,091	16,654	...	...	10,648	1,18,162
13,901	1,27,194	98	1,109	19,116	1,81,841
269	3,573	5	58	2,830	§§29,191
450	5,325	...	...	12,270	1,96,148
...	...	...	...	21	122
170	2,605	...	...	1,011	11,794
19,312	3,78,562	...	...	39,532	7,92,841
4,174	1,95,045	...	...	15,108	4,75,967
...	...	...	...	2,605	1,319
1,230	760	...	...	///1,946	4,575
45	1,668	...	...	244	7,354
69	465	...	...	118	938
1,068	16,977	...	...	6,478	95,277
23	149	...	...	130	1,675
280	2,359	...	...	588	5,712
47	870	...	...	374	4,246
55	821	2	50	269	2,826
29	117	...	...	87	718
...	...	...	...	...	...
...	...	...	...	...	...
15	245	...	...	144	1,125
9	45	...	...	21	132
104,734	21,76,667	209	3,589	292,373	51,84,583
93,707	16,52,833	508	4,638	2,83,081	43,32,480
11,027	5,23,834	...	...	9,292	8,52,103
...	...	299	1,049	...	...

‡‡ Live-stock has been converted into tons at—

A head of cattle, or a pony or horse	...	...	= 0·25	ton.
A sheep, goat, etc.	...	...	= 0·025	ton.
An elephant	...	...	= 2·50	tons.

§§ Excluding Rs. 49 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

/// Excluding 154 tons on account of interchange of traffic.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	1	2	3	4		
		Description of railway					
					Total length of the under		
		Gauge of railway.	Mean mileage worked.	Number of stations.	(a) $\frac{1}{50}$ and less.	(b) $\frac{1}{51}$ to $\frac{1}{80}$.	(c) $\frac{1}{81}$ to $\frac{1}{100}$.
			Miles.	No.	Miles.	Miles.	Miles.
5′ 6″ Gauge.							
Bengal-Nagpur		5′ 6″	1,897·08	334	...	0·55	119·84
Bombay, Baroda and Central India		5′ 6″	1,348·73	222	...	1·32	0·31
Eastern Bengal		5′ 6″	620·69	178	...	...	...
East Indian		5′ 6″	2,854·09	511	6·05	18·62	49·89
Great Indian Peninsula		5′ 6″	3,18·305	495	19·31	2·82	72·30
Madras and Southern Mahratta		5′ 6″	1,063·11	216	...	13·60	34·42
Nizam's Guaranteed State*		5′ 6″	354·70	54	...	...	79·19
North Western		5′ 6″	4,845·00	825	85·14	110·50	216·71
Oudh and Rohilkhand		5′ 6″	1,623·29	289	...	9·30	6·41
South Indian		5′ 6″	581·80	88	...	8·12	28·53
3′ 3¾″ Gauge.							
Assam-Bengal		3′ 3¾″	9 93·6	218	10·29	47·43	37·18
Bengal and North-Western		3′ 3¾″	2,063·43	370	0·11	0·15	0·49
Bhavnagar State		3′ 3¾″	206·31	34	...	0·16	2·31
Bombay, Baroda and Central India		3′ 3¾″	2,312·15	335	3·40	0·23	18·75
Burma		3′ 3¾″	1,605·04	323	92·97	44 22	54·60
Eastern Bengal		3′ 3¾″	1,118·19	211	0·34	0·52	4·69
Gondal		3′ 3¾″	230·96	38	...	...	3·82
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal)		3′ 3¾″	545·19	...	...	.....	...
Jamnagar		3′ 3¾″	54·22	7	...	...	0·17
Jodhpur-Bikaner		3′ 3¾″	1,329·80	170	...	...	...
Junagad State		3′ 3¾″	135·60	20	...	...	2·54
Madras and Southern Mahratta		3′ 3¾″	2,018·68	301	16·25	79·99	608·31
Nilgiri		3′ 3¾″	28·96	12	23·52	1·60	0·34
Rohilkund and Kumaon		3′ 3¾″	575·75	100	...	4·85	8·44
Shoranur-Cochin		3′ 3¾″	64·75	16	...	13·86	8·33
South Indian		3′ 3¾″	1,207·52	298	0·04	29·34	38·70
Udaipur-Chitorgarh		3′ 3¾″	68·72	11	...	...	1·10
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2 6″	626·03	77	...	34·65	90·77
Jacobabad-Kashmor		2′ 6″	76 70	7	...	...	...
Kalka-Simla		2′ 6″	59·92	20	10 01	3·97	16·58
Kohat-Thal and Nowshera-Durgai		2′ 6″	102·15	20	...	...	29·14
Morappur-Hosur		2′ 6″	73·30	10	...	24·65	7·36
Purulia-Ranchi		2′ 6″	115·30	19	...	9·57	31·84
Raipur-Dhamtari		2′ 6″	56·94	14	0·51	...	...
Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	7·97	2·45
Trans-Indus (Kalabagh-Bannu)		2′ 6″	135 36	19	4·86	0·43	25·11
2′ 0″ Gauge.							
Pipar-Bilara Light		2′ 0″	25·00	4	...	...	0·68

DIX 13.

during each half of the financial year 1919-20.

prepare these statistics.]

4		5		6		7		8		9		10	
WORKED.				FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)					
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.	
(*d*) $\frac{1}{101}$ to $\frac{1}{150}$.	(*e*) $\frac{1}{201}$ to $\frac{1}{300}$	(*a*) Length.	(*b*) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.	
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
624·65	150·47	0·55	1/80	3·73	3·07	3·73	3·07	1,87,600	1,94,120	620	623	331	371
262·06	98·78	0·88	1/30	4·35	5·05	...	...	2,00,832	2 05,534	756	860	407	448
...	7·69	3·72	1/300	2·19	0·74	...	...	3,68,828	3,73,957	821	883	490	764
219·16	172·67	0·15	1/50	5·00	4·50	...	...	2,69,904	2,73,159	911	923	390	434
809 62	279·52	5·99	1/37	3·08	3·96	...	...	2,23,494	2,24,496	786	861	519	511
186·34	113·28	0·80	1/60	4·67	3·75	*4·68	*3·73	1,77,474	1,80,989	677	662	345	389
110·99	18·22	2·52	1/100	4·23	2·38	†6·30	†2·86	†1,59,286	1,54,849	483	494	219	350
211·24	134·43	6·54	1/25	2·44	3·12	...	...	1,98,761	1,82,788	490	573	303	254
19·15	22·56	2·25	1/75	3·69	2·65	...	..	1,33,473	1,35,510	374	392	191	251
113·01	46·84	1·09	1/62	4·98	3·06	...	...	1,57,439	1,57,857	547	535	238	345
127·16	31·19	10·05	1/37	0·44	0·91	...	...	1,74,592	1,77,723	196	238	165	166
4·06	7·59	0·11	1/50	4·11	3·94	...	...	82,835	81,937	235	237	91	102
60·24	17·30	2·16	1/118	5·76	5·00	...	...	53,560	58,593	214	226	91	108
389·24	234·20	3·40	1/40	4·64	4·98	...	...	81,544	81,057	364	333	212	225
159·70	146·51	9·81	1/25	2·80	3·85	...	...	1,30,828	1,30,824	360	425	215	225
48·63	43·13	0·82	1/180	2·75	3·14	...	...	1,17,841	1,20,572	203	3·9	166	188
75·82	35·37	3·82	1/100	5·22	5·47	...	...	48,243	51,104	194	202	92	94
...	17·72	29·94	1/133	3·71	3·86	‡8·59	‡7·43	‡81,729	80,063	239	267	126	142
9·54	6·88	0·19	1/100	5·53	5·39	...	...	47,458	47,943	185	180	87	81
266·33	120·26	1·17	1/130	5·94	5·72	...	...	28,655	28,987	150	142	81	75
38·43	16·04	2·54	1/100	2·98	3·82	...	...	53,189	53,350	146	154	79	68
318·03	117·18	16·25	1/40	3·91	3·15	*4·68	*3·73	81,698	83,266	256	241	130	137
0·18	...	0·29	1/12	1·24	—0·16	...	...	2,82,730	2,83,249	630	458	490	476
13·85	23·59	3·31	1/70	3·01	3·30	...	...	61,758	61,683	171	180	97	96
7·63	2·88	0·84	1/80	3·60	1·99	...	...	1,07,854	1,07,921	287	292	133	205
185·44	82·59	0·04	1/50	5·92	4·34	...	...	1,04,347	1,04,754	482	462	227	273
30 75	6 92	0·46	1/100	5·04	5·46	...	...	33,969	33,969	124	122	59	52
127·95	33·29	0·08	1/73	0·81	0·50	0·81	0·50	62,801	63,150	94	104	75	91
2·41	0·51	0·66	1/150	0·61	...	...	...	29,083	29,114	12	...	6	...
5·67	...	28 01	1/33	2·67	1·58	...	...	3,30,802	3,30 727	752	642	412	441
31·81	18·21	0·38	1/86	—1·45	—1·74	...	...	67,289	67,392	110	94	147	139
15·63	2·15	2·39	1/67	—0·42	—0·22	...	...	40,337	40 344	59	60	68	64
33·69	5·59	9·57	1/80	2·46	1·74	2 46	1·74	63,554	63,551	127	116	67	74
17·83	2·55	0·81	1/50	2·40	3·32	2·40	3·32	25,502	25,502	59	72	36	40
4·10	0·25	0·57	1/67	0·41	—0·44	...	...	40,973	40,982	67	62	60	69
22·58	15·48	3·44	1/45	—3·16	—2·06	...	...	88,822	92,540	94	145	219	240
2·97	3·30	0·68	1/100	1·84	2·12	...	...	11,491	11,491	30	30	22	22

*For both 5′ 6″ and 3′ 3⅜″ gauges.

† For Nizam's Guaranteed State railways only.

‡ For Hyderabad-Godavari Valley railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	11		12		13	
		Outlay, earnings and expenses					
		Total earnings per train-mile. Rs.		Total working expenses per train-mile. Rs.		Net earnings per train-mile. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		5·71	5·76	3·05	3·43	2·66	2·33
Bombay, Baroda and Central India		6·83	7·57	3·68	3·95	3·15	3·62
Eastern Bengal		6·36	6·31	3·75	5·46	2·61	0·85
East Indian		5·25	5·16	2·25	2·43	3·00	2·73
Great Indian Peninsula		5·67	6·15	3·74	3·65	1·93	2·50
Madras and Southern Mahratta		6·76	6·69	3·45	3·93	3·31	2·76
Nizam's Guaranteed State		6·30	6·84	2·86	4·85	3·44	1·99
North Western		5·70	7·05	3·53	4·36	2·17	3·69
Oudh and Rohilkhand		6·29	6·20	3·04	3·97	3·25	2·23
South Indian		6·59	6·00	2·87	3·88	3·72	2·12
3′ 3⅜″ Gauge.							
Assam-Bengal		4·45	4·75	3·75	3·31	0·70	1·44
Bengal and North-Western		4·38	4·43	1·76	1·90	2·62	2·53
Bhavnagar State		5·32	5·41	2·27	2·59	3·05	2·82
Bombay, Baroda and Central India		4·86	4·90	2·83	2·84	2·03	2·06
Burma		4·83	5·46	2·89	2·89	1·94	2·57
Eastern Bengal		4·79	5·42	2·71	3·01	2·08	2·41
Gondal		4·41	4·84	2·09	2·26	2·32	2·58
Hyderabad-Godavari Valley including Hingoli Branch and Secundera-bad-Gadwal.		4·89	5·33	2·57	2·83	2·32	2·50
Jamnagar		6·29	5·78	2·96	2·61	3·33	3·17
Jodhpur-Bikaner		4·41	4·46	2·37	2·35	2·04	2·11
Junagad State		4·59	5·38	2·50	2·38	2·09	3·00
Madras and Southern Mahratta		4·04	3·86	2·05	2·19	1·99	1·67
Nilgiri		8·83	7·04	6·91	7·31	1·97	—0·27
Rohilkund and Kumaon		4·55	5·08	2·57	2·72	1·98	2·36
Shoranur-Cochin		4·11	4·16	1·90	2·92	2·21	1·24
South Indian		5·50	5·05	2·59	2·98	2·91	2·08
Udaipur-Chitorgarh		4·85	7·45	2·32	3·17	2·53	4·28
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·78	3·10	2·21	2·74	0·57	0·36
Jacobabad-Kashmor		2·71	...	1·23	...	1·48	...
Kalka-Simla		6·17	6·01	3·38	4·13	2·79	1·88
Kohat-Thal and Nowshera-Durgai		1·63	1·71	2·18	2·53	—0·55	0·82
Morappur-Hosur		1·91	1·82	2·11	1·93	- 0·20	—0·11
Purulia-Ranchi		3·55	3·64	1·87	2·31	1·68	1·33
Raipur-Dhamtari		3·03	3·79	1·83	2·08	1·20	1·71
Tirupattur-Krishnagiri		2·20	2·11	1·98	2·36	0·22	—0·25
Trans-Indus (Kalabagh-Bannu)		1·49	1·94	3·49	3·20	—2·00	1·26
2′ 0″ Gauge.							
Pipar-Bilara Light		1·64	1·64	1·19	1·13	0·45	0·51

DIX 13—*continued.*

during each half of the financial year 1919-20.

prepare these statistics.]

14		15		16		17		18		19		20	
(EXCLUSIVE OF STEAM-BOAT SERVICE)—*concld.*								Division of expenditure between coaching and goods traffic.					
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 128-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees).		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees).		Goods (in thousands of rupees).	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5·37	6·40	53·36	59·57	51·92	58·06	54·07	60·37	1,56,64	1,77,43	30,94	37,69	1,25,70	1,39,74
7·37	7·42	53·57	52·16	53·31	51·42	53·87	52·16	1,36,02	1,50,92	52,27	56,46	83,75	94,46
8·04	1·83	58·98	86·58	59·74	87·04	58·98	86·58	76,61	1,18,74	34,52	2,60	42,09	66,14
3·48	3·84	42·81	47·02	41·28	45·60	42·82	47·02	2,80,97	3,12,68	57,22	66,45	2,23,75	2,46,23
7·65	7·75	66·01	59·39	64·37	57·71	66·01	59·39	4,17,31	4,10,34	1,34,90	1,46,57	2,82,41	2,63,77
6·62	7·59	51·00	58·73	49·57	57·91	51·00	58·73	92,48	1 03,56	34,28	41,67	58,20	61,89
6·38	11·07	45·39	70·88	45·57	71·30	45·39	70 88	18,84	30,73	5,43	9,41	13,41	21,32
7.46	8 47	61 85	61·79	60·11	60·41	61·85	61·25	3,72,76	4,33,07	1,15,25	1,47,41	2,57,51	2,85 66
5·61	7·93	48·30	63·98	46·76	63·09	48·30	63·98	67,10	96,00	24.57	42,01	42,53	53,99
6·26	9·73	43·56	64·71	42·74	44·05	43·56	64·72	22,46	35,80	10,26	18,23	12,20	17,57
13·61	10·86	84·29	69·65	84·11	69·37	84·93	73·72	40,00	37,31	17,14	14,57	22,86	22,74
6·23	6·78	40·21	42·82	39 04	41·97	42·13	45·23	50,29	54,49	21,63	24,74	28,66	29,75
10·17	11·75	42·75	47·86	42·43	47·63	24·75	47·86	5,63	5,51	2,75	3,09	2,88	2,42
9·61	9 84	58 25	58·05	57·57	57·40	58·25	58·05	1,22,20	1,31,57	43,11	50,09	79,09	81,48
9·29	8·99	59·73	53·98	58·83	52·26	60·14	53·45	86,82	89,65	27,91	29,53	58,91	60,12
8·52	9·54	56·50	55·45	53·95	52·67	57·66	57·23	46,55	51,43	21,52	24,29	25,03	27,14
10·9	11·22	47·41	46·68	47·12	46·17	47·41	46·68	5,14	5,37	2,57	3,03	2,57	2,34
10·17	10 92	52·61	53·17	50·41	51·21	52·61	53·17	16,66	19,13	7,62	8,08	9,04	11,05
14·47	13·64	47·05	45·13	47·05	45·13	47·05	45·13	1,10	1,10	·65	72	45	38
8·66	9·35	53·82	52·71	53·15	52·11	53·82	52·71	26,94	25,28	9,55	10,90	17,39	14,38
12·68	12·64	54·43	44·26	53·89	44·05	54·43	44·26	2,72	2,30	1,31	1,32	1,41	98
8·74	9 30	50·78	56·77	49·05	55·07	50·78	56·77	68,48	67,26	26,50	27,13	41,98	40,13
72·16	79 37	77·77	103·90	77·27	104·02	77·77	103·90	3,65	3,55	2,00	2,06	1,65	1,49
10·01	9·98	56·47	53·47	56·95	53·05	56·47	53·47	14,18	14,10	5,99	5,69	8,19	8 41
9·67	15·16	46·25	70·14	46·17	70·07	47·08	71·07	2,02	3,39	96	1,57	1,·4	1,82
9·67	11·35	47·07	59·03	46·30	58·39	47·92	60·06	68,89	81,02	31 74	38,12	37,15	42,90
11·13	12·42	47·80	42·53	47·71	42·47	47·80	42·53	1,01	88	76	65	25	23
11·27	14·34	79·36	88·21	78·90	88·02	79·36	88·21	12,01	14,69	5,39	6,83	6,62	7,86
9·02	...	45·00	50·00	45·00	50 00	45·00	50 00	11	3	8	...	3	...
36·68	44·67	54·77	68·74	54·99	68·18	54·77	68·74	6,27	6,68	2,73	2,61	3,54	4,07
30·24	31·90	134·22	148·40	134·69	148 81	134·22	148·401	3,84	3,66	1,76	1,75	2,08	1,91
18·82	17 64	110·66	105·83	110·71	105·86	110·66	105·83	1,29	1,21	86	82	43	39
10·36	12·31	52·53	63·50	52·47	63·14	52·53	63·50	1,99	2,20	1,27	1,50	72	70
14·23	15·22	60·37	54·89	59·91	54·41	60·37	54·89	53	58	18	20	35	38
18·00	21·93	89·99	111·54	89 96	111·57	89·99	111·54	40	45	27	33	13	12
25·56	19 19	238·72	164·97	273·85	166·57	192·98	139·03	7,56	8,10	2,45	1,44	5,11	6,66
38·12	37·63	72·63	68·90	72·31	68·85	72·63	68·90	14	14	7	8	7	6

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	21.		22		23	
		COACHING					
		GROSS RECEIPTS AND TRAIN-MILEAGE.					
		Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		91,90	97,68	1,728	1,843	5·32	5·30
Bombay, Baroda and Central India		1,11,44	1,26,17	2,069	2,194	5·39	5·75
Eastern Bengal		54,81	62,31	1,375	1,498	3 99	4·16
East Indian		2,33,84	2,43,51	4,318	4,657	5·42	5·23
Great Indian Peninsula		2,62,67	2,76,57	5,053	5,436	5·20	5·09
Madras and Southern Mahratta		81,30	82,14	1,241	1,318	6·55	6·23
Nizam's Guaranteed State		12,73	12,69	267	269	4 77	4·72
North Western		3,30,57	3,65,70	5,387	4,782	6·14	7·63
Oudh and Rohilkhand		84,64	87,70	1,216	1,513	6·96	5·80
South Indian		25,91	27,52	504	604	5·14	4·56
3′ 3¾″ GAUGE.							
Assam-Bengal		24,66	29,07	541	538	4·56	5·40
Bengal and North-Western		68,49	72,53	1,460	1,533	4·69	4·73
Bhavnagar State.		7,61	7,76	167	159	4·55	4·87
Bombay, Baroda and Central India		1,07,26	1,09,45	1,827	2,227	5·87	4·91
Burma		59,35	73,64	1,130	1,241	5·25	5·93
Eastern Bengal		40,52	47,19	1,068	1,111	3·79	4·25
Gondal		6,22	7,28	153	159	4·07	4·58
Hyderabad Godavari Valley including Hingoli Branch and Secunderabad Gadwal.		15,17	16,03	399	397	3·80	4·03
Jamnagar		1,53	1,68	25	29	6·07	5·76
Jodhpur-Bikaner		27,69	27,19	509	543	5 42	5·01
Junagad State		3.13	3.41	55	56	5·65	6·10
Madras and Southern Mahratta		65.59	58 46	1,409	1,321	4·65	4·43
Nilgiri		2,79	1,99	27	27	10·26	7 42
Rohilkund and Kumaon		12,70	12,16	240	2,26	5·30	5 39
Shoranur-Cochin		2,52	2,89	59	59	4·28	4 87
South Indian		89,40	83,08	1,420	1,509	6·29	5·50
Udaipur-Chitorgarh		1,49	1,52	33	21	4·44	7·24
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		7,41	7,69	272	279	2·73	2·75
Jacobabad Kashmor		21	5	6	...	3·28	...
Kalka-Simla		7,51	5,64	78	55	9·61	10 34
Kohat-Thal and Nowshera-Durgai		2,34	1 93	83	69	2·82	2·80
Morappur-Hosur		82	83	41	42	2·02	2 00
Purulia-Ranchi		2,38	2,44	71	66	3·35	3 72
Raipur-Dhamtari		49	60	12	13	3·98	4·66
Tirupattur-Krishnagiri		34	32	13	14	2·58	2 29
Trans-Indus (Kalabagh-Bannu)		2,06	2,17	70	40	2·95	5·47
2′ 0″ GAUGE.							
Pipar-Bilara Light		16	15	9	9	1·89	1·64

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

24	25	26	27	28	29	30

TRAFFIC.

Units and Unit-mileage.												Average sum received for carrying a unit one mile.	
Number of units carried one mile (in thousands).													
1st class. Unit-miles.		2nd class. Unit-miles.		3rd or intermediate class. Unit-miles.		4th or lowest class. Unit-miles.		Total passenger unit-mileage. Unit-miles.		Other coaching traffic. Ton-miles.		1st class. Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
4,283	4,867	9,635	10,930	19,491	21,881	441,546	463,386	474,955	501,064	5,970	6,682	15·62	16·33
5,466	7,137	30,680	36,398	46,501	51,699	493,386	534,175	576,033	629 409	11,714	14,412	13·32	14·27
2,053	2,142	4,867	4,655	14,015	15,517	270,439	312,603	291,374	334,917	2,777	3,513	17·38	17·82
8,064	12,235	29,558	34,928	63,996	77,250	1,043,726	1,046,760	1,145,344	1,171.173	19,497	19,313	16·13	16·25
19,042	21,976	57,100	63,527	21,756	27,579	1,117,789	1,228,942	1,215,687	1,342,024	35,379	30,402	12·13	14·32
3,328	3,810	14,544	15,649	9,228	10,201	431,744	424,871	458,839	454,531	7,806	7,740	16·17	16·56
432	487	2,734	2,689	23,644	23,082	41,574	39,850	68,384	66,108	1,350	1,258	15·33	15·73
11,793	13.582	44,356	50,986	93,045	1,16,233	1,304,931	1,538,495	1,454,125	1,719,293	50,730	41,527	15·47	16·24
2,748	2,851	11,479	11,617	29,213	24,341	394,166	402,446	437,606	441,255	4,587	5,620	16·16	16·98
1,247	1,163	6,328	5,676	...	...	138,972	147,386	146,547	154,225	1,923	2,177	16·12	16·45
589	797	1,020	1,256	3,832	4,465	126,315	143,304	141,756	154,822	971	1,406	19·56	19·22
480	637	2,776	2,997	6,646	6,626	588,908	622,799	598,810	633,059	1,927	2,030	17·13	17·45
87	124	1,375	1,628	...	...	40,594	40,547	42,056	42,299	300	320	12·00	12·00
1,412	2,030	10,653	12,879	19,492	27,560	670,807	667,693	702,364	710,162	7,683	8,155	16·35	16·79
2,231	2,881	7,450	9,340	...	...	318,224	388,722	322,955	400,943	2,578	3,036	18·82	18·56
1,111	1,176	2,711	2,914	5,858	6,712	200,701	235,100	210,381	245,902	2,572	3,681	17·55	17·89
70	149	1,651	2,146	...	...	31,188	36,775	32,909	39,070	179	236	21·92	20·39
365	384	2,514	2,455	...	...	93,754	92,412	96,633	95,251	860	1,012	15·86	15·41
24	26	335	402	...	...	7,307	7,696	7,666	8,324	79	87	18·00	18·00
408	518	3,008	3,403	6,439	7,219	143,673	137,416	153,528	148 556	1,952	1,794	18·89	18·13
30	50	934	1,063	...	...	16,863	17,846	17,827	18,959	70	95	12·00	12·00
1,734	1,580	9,257	8,564	2,519	2,744	382,139	847,490	395,649	360,378	3,772	2,979	16·37	16·60
509	282	...	...	...	...	3,298	2,132	3,807	2,414	53	40	25·97	28·20
361	235	984	775	1,106	999	89,808	90,991	92,259	93,000	417	357	28·65	25·64
104	123	613	622	...	...	15,522	17,632	16,239	18,377	71	89	13·46	13·75
2,240	2,804	15,241	14,614	...	...	579,917	518.498	597,398	535.916	2,530	2,861	15·61	15·75
10	34	95	164	49	49	10,217	9,903	10,371	10 150	45	58	17·92	17·91
60	77	296	323	689	678	42,487	43,224	43,532	44,302	175	235	20·08	21·05
...	..	10	...	34	...	745	...	789	...	4	...	27·03	...
585	283	790	516	464	350	4,280	4,139	6,119	5,288	212	166	51·62	40·17
79	79	226	309	143	144	9,464	9,584	9,912	10,116	415	103	11·50	10·70
30	34	...	...	...	...	5,997	5,860	6·027	5,894	12	12	12·51	12·93
85	74	211	264	411	454	12,465	13,215	13 172	14,007	82	88	19·84	19·43
2	3	16	20	66	81	2,814	3,459	2,893	3,563	10	12	23·16	23·15
8	10	...	...	...	...	2,465	2,286	2,473	2,296	8	6	12·93	13·13
90	129	229	310	188	147	7,337	9,207	7,844	9,803	404	281	12·19	9 95
...	...	4	5	...	...	919	1.063	923	1,068	4	5	20 09	20·13

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	31	32	33
		COACHING		
		UNITS AND UNIT-		
		Average sum received for carrying		
		2nd class. Pies.	3rd or inter-mediate class. Pies.	4th or lowest class. Pies.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.				
Bengal-Nagpur		7·59 / 8·11	4·31 / 4·28	2·97 / 2·93
Bombay, Baroda and Central India		6·32 / 6·66	3·50 / 3·50	2·79 / 2·78
Eastern Bengal		8·22 / 8·72	4·39 / 4·81	2·96 / 2·97
East Indian		7·49 / 7·82	4·29 / 4·31	2·98 / 2·98
Great Indian Peninsula		6·45 / 6·51	4·33 / 4·32	2·90 / 2·78
Madras and Southern Mahratta		6·63 / 6·70	3·84 / 3·45	2·56 / 2·60
Nizam's Guaranteed State		7·15 / 7·36	2·99 / 3·12	2·49 / 2·61
North Western		7·48 / 7·65	4·27 / 4·49	3·00 / 2·98
Oudh and Rohilkhand		6·43 / 7·22	4·55 / 4·54	3·02 / 3·02
South Indian		6·56 / 7·57	... / ...	2·65 / 2·66
3′ 3¾″ GAUGE.				
Assam-Bengal		9·59 / 9·38	3·98 / 3·92	2·90 / 3·05
Bengal and North-Western		7·95 / 8·04	4·46 / 4·47	1·99 / 1·99
Bhavnagar State		6·00 / 6·00	... / ...	3·00 / 3·00
Bombay, Baroda and Central India		7·48 / 7·70	3·00 / 3·00	2·49 / 2·49
Burma		8·69 / 8·58	... / ...	3·01 / 3·02
Eastern Bengal		8·10 / 8·50	4·51 / 4·93	3·02 / 3·02
Gondal		6·58 / 6·60	... / ...	3·11 / 2·98
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		6·76 / 7·04	... / ...	2·49 / 2·64
Jamnagar		9·00 / 9·00	... / ...	8·00 / 3·00
Jodhpur-Bikaner		8·72 / 9·13	4·94 / 4·48	2·71 / 2·64
Junagad State		6·00 / 5·99	... / ...	3·00 / 3·00
Madras and Southern Mahratta		7·91 / 7·79	4·50 / 4·50	2·56 / 2·54
Nilgiri		... / ...	... / ...	7·01 / 8·03
Rohilkund and Kumaon		12·35 / 11·61	4·47 / 4·29	2·14 / 2·12
Shoranur-Cochin		6·27 / 6·64	... / ...	2·56 / 2·57
South Indian		6·59 / 7·29	... / ...	2·54 / 2·56
Udaipur-Chitorgarh		8·94 / 8·98	3·97 / 3·97	2·49 / 2·49
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		10·67 / 10·83	4·50 / 4·50	3·00 / 3·00
Jacobabad-Kashmor		13·50 / ...	6·75 / ...	4·50 / ...
Kalka-Simla		23·93 / 23·17	17·03 / 14·60	11·20 / 10·75
Kohat-Thal and Nowshera-Durgai		6·07 / 5·06	4·50 / 4·50	3·00 / 3·00
Morappur-Hosur		... / ...	... / ...	2·45 / 2·52
Purulia-Ranchi		9·92 / 10·31	4·47 / 4·48	2·93 / 2·80
Raipur-Dhamtari		11·84 / 11·80	4·50 / 4·50	3·00 / 3·00
Tirupattur-Krishnagiri		... / ...	... / ...	2·50 / 2·51
Trans Indus (Kalabagh-Bannu)		4·99 / 3·69	4·50 / 4·50	3·00 / 3·00
2′ 0″ GAUGE				
Pipar Bilara Light		13·32 / 9·21	... / ...	3·16 / 2·55

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

34	35	36	37	38	39	40

TRAFFIC—*contd.*

MILEAGE—*contd.*

a unit one mile—*concld.*				Average number of units in a train.									
Average for all classes. Pies.		Other coaching traffic per ton-mile. Pies.		1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Total passenger units. No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3·23	3·23	38·72	38·64	2·48	2·64	5·57	5·93	11·28	11 87	255·54	251·40	274·87	271·84
3·13	3·19	28·53	25 58	2·64	3·25	14·83	16·59	22·48	23·56	238·47	243·46	278·42	286·86
3·22	3·23	41·37	32·70	1·49	1·43	9·54	3·11	10·19	10·36	196 70	208·69	11·92	223·59
3·26	3·35	38·85	38·83	1·87	2·63	6·84	7·50	14·82	16·59	241·72	224·76	265·25	251·48
3·23	3·18	31·40	34·39	3·77	4·04	11·30	11·69	4·30	5·07	221·22	226·09	240·59	246·89
2·81	2·88	34·60	34·81	2·68	2·89	11·72	11·87	7·43	7·74	347·95	322·32	369·78	344·32
2·93	3·08	32·53	32·00	1·62	1·81	10·24	10·00	...	...	241·25	234·11	256·11	245·92
3·32	3·32	30·07	31 52	2·19	2·83	8 24	10·64	17·27	24·25	242·23	321·05	269·93	358·78
3·30	3·31	29·76	29·87	2·26	1·88	9·44	7·68	24·01	16·09	324·04	265·95	359·75	291·60
2·95	2·95	34·15	33·94	2·47	1·93	12·16	9·40	...	...	275·81	244·19	290·84	255·52
3·04	3·21	42·78	42 78	1·09	1·48	1·80	2·33	7·08	8·30	252·01	275·63	262·07	287·74
2·06	2·06	42·20	42·30	0·33	0·42	1·90	1·95	4·55	4·32	403·47	406·35	410·25	413·04
3·11	3·14	50·78	50·97	0·52	0·78	8·22	10·21	...	...	242·64	254·44	251·38	265·43
2·61	2·65	29·48	27·27	0·77	0·91	5·83	5·78	10·67	12·88	387·14	299·82	384·41	318·89
3·25	3·26	34·55	34·63	2·02	2·32	6·59	7·53	...	...	277·18	313·28	285·79	323·13
3·21	3·21	40 28	31·69	1·04	1·06	2·54	2·62	5·48	6·04	187·93	211·55	196·99	221·27
3·33	3·24	55·73	55·62	0·46	0·94	10·79	13·51	...	...	203·90	231·49	215·15	245·94
2·65	2·80	40·63	40·50	0·91	0·97	6·30	6 18	...	...	235·07	232·60	242·28	239·75
3·31	3·41	51·51	52·46	0·96	0·91	13·22	13 73	...	...	288·85	269·82	303·03	284·46
2·96	3·12	38·64	37·99	0·80	0·95	5·91	6·27	12·65	13·80	282·24	253·17	301·60	273·69
3·17	3·19	51·89	52·06	0·54	0·90	16 86	19 05	...	...	30·:20	319·86	321·60	339·81
2·76	2·74	44·75	44·72	1·23	1·20	6·57	6·48	1·79	2·68	271·17	263·67	280·76	272·83
9·54	10·39	322 02	324·28	18·74	10·54	...	...	...	...	121·49	79·69	14 ·23	90·23
2·38	2·29	58·83	58·53	1·51	1 04	4·11	3·43	4·61	4·43	374·96	403·40	385 19	412·30
2·77	2·78	48·84	48·58	1·77	2·07	10·42	10·49	...	...	263·73	297·26	275·92	309·82
2·70	2·75	40·65	41·64	1·58	1·86	10·73	9·68	...	...	408 35	348·56	420·66	355·10
2·57	2·65	41·55	38·34	0·31	1·65	2·82	7 79	1·46	2·32	305·05	471·26	309·65	483·04
3·10	3·11	41·63	41·44	0·22	0·27	1·09	1·16	2·54	2·43	156·43	154·80	160·28	158·66
4·72	...	55·43	...	0·07	...	1·55	..	5·38	...	118 11	...	125·11	...
17·15	14·27	184·87	198 06	7·49	5·18	10·11	9·46	5·94	6·41	54·77	75 88	78·31	96 94
3·16	3·14	32·90	30·55	0·95	1·15	2·73	4·49	1·73	2·09	114·18	129·02	119·59	146·75
2·50	2·58	61·38	61·64	0·75	0·82	...	...	...	...	147·68	140·83	148·43	141·65
3·20	3·08	41·97	42·24	1·20	1·12	2·98	4·02	5·80	6·91	175·73	201·13	185·71	213·18
3·10	3·10	43·65	43·40	0·19	0·22	1 29	1·57	5·36	6 25	227·99	267·69	234·83	275·73
2·54	2·55	40·64	40·95	0·64	0·70	...	...	...	...	185·78	164·14	186·42	164·84
3·20	3·14	35·73	39·16	1·29	3·24	3·28	7·80	2·69	3·70	105·13	231·73	112·39	246·47
3·21	2·59	28·18	29·40	0·04	0·01	0·45	0·34	...	...	107·83	69·81	108·32	70·16

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	41		42		43	
		COACHING					
		UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
		Average number of units in a train—*concld.*		Number of coaching vehicles			
		Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		3·45	3·63	2,442	2,671	1,934	2,050
Bombay, Baroda and Central India		5·66	6·57	2,498	2,805	5,085	5,284
Eastern Bengal		2·02	2·35	1,486	1,529	1,364	1,324
East Indian		4·52	4·15	5,055	6,617	8,291	8,789
Great Indian Peninsula		7·00	5·59	9,369	10,910	7,904	8,990
Madras and Southern Mahratta		6·29	5·87	1,497	1,700	2,053	2,162
Nizam's Guaranteed State		5·06	4·38	283	282	405	427
North Western		9·43	8·67	5,854	7,408	5,599	7,113
Oudh and Rohilkhand		3·77	3·71	1,585	2,053	1,564	1,953
South Indian		3·82	3·61	535	587	636	741
3′ 3½″ GAUGE.							
Assam-Bengal		1·79	2·61	959	1,130	957	1,119
Bengal and North-Western		1·32	1·32	2,866	2,925	2,576	2,656
Bhavnagar State		1·79	2·01	243	246	329	327
Bombay, Baroda and Central India		4·20	3·66	2,377	2,950	2,441	2,969
Burma		2·28	2·45	2,249	2,415	1,917	2,156
Eastern Bengal		2·41	3·31	1,742	1,742	893	683
Gondal		1·17	1·48	185	207	337	435
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		2·16	2·55	349	398	599	616
Jamnagar		3·14	2·97	56	89	56	62
Jodhpur-Bikaner		3·83	3·80	892	971	907	997
Junagad State		1·26	1·70	88	83	164	164
Madras and Southern Mahratta		2·68	2·26	2,136	2,001	2,224	2,131
Nilgiri		1·96	1·50	50	46	...	...
Rohilkund and Kumaon		1·74	1·58	460	373	384	354
Shoranur-Cochin		1·21	1·49	95	101	91	96
South Indian		1·78	1·90	1,700	1,829	2,273	2,292
Udaipur-Chitorgarh		1·34	2·75	30	32	33	34
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·64	0·84	364	340	364	339
Jacobabad-Kashmor		0·69	...	6	...	5	...
Kalka-Simla		2·72	3·04	104	92	104	93
Kohat-Thal and Nowshera-Durgai		5·00	1·50	38	48	44	56
Morappur-Hosur		0·28	0·28	63	62	...	...
Purulia-Ranchi		1·16	1·34	102	102	110	168
Raipur-Dhamtari		0·82	0·90	16	16	16	16
Tirupattur-Krishnagiri		0·57	0·44	19	19	...	...
Trans-Indus (Kalabagh-Bannu)		5·79	7·07	61	48	58	43
2′ 0″ GAUGE.							
Pipar-Bilara Light		0·52	0·35	4	4	3	4

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

44	45	46	47	48	49	50

TRAFFIC—*contd.*

MILEAGE.

hauled one mile (in thousands).										Average number of vehicles in a coaching train.			
3rd or intermediate class. Vehicle miles.		4th or lowest class. Vehicle miles.		Other vehicles. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		1st class. No.		2nd class. No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2,636	2,677	15,130	15,124	2,651	2,618	1,774	1,873	26,597	27,013	1·41	1·45	1·14	1·11
...	...	19,371	20,706	4,058	4,784	4,637	4,511	35,649	38,099	1·21	1·28	2·46	2·41
2,998	3,113	10,188	11,011	3,822	3,341	984	1,295	20,842	21,523	1·08	1·02	0·99	0·88
9,783	10,120	39,502	38,751	10,197	11,587	3,391	3,667	76,169	79,522	1·17	1·43	1·92	1·89
1,063	1,017	41,836	43,495	11,178	12,256	5,972	6,310	77,322	82,978	1·86	2·01	1·56	1·65
590	556	11,764	12,306	3,620	3,805	1,416	1,388	20,970	21,917	1·21	1·29	1·65	1·64
...	...	1,925	1,946	381	444	474	480	3,468	3,579	1·06	1·05	1·52	1·59
6,836	7,819	32,848	45,897	7,130	10,129	7,611	6,984	65,878	85,341	1·09	1·55	1·04	1·48
2,268	2,576	11,247	14,751	2,715	2,573	1,922	2,270	21,391	23,176	1·30	1·36	1·29	1·29
...	...	4,343	4,775	966	949	429	573	6,909	7,625	1·06	0·97	1·26	1·23
891	988	7,662	7,669	1,055	1,194	468	423	11,992	12,523	1·77	2·10	1·78	2·08
2,806	2,867	30,129	32,318	774	979	3,950	4,131	43,101	45,876	1·96	1·91	1·77	1·73
...	...	1,923	1,874	65	73	345	314	2,905	2,834	1·45	1·54	1·97	2·05
...	...	31,472	34,496	1,738	1,904	5,025	5,823	43,053	48,142	1·30	1·33	1·34	1·33
...	...	20,006	21,267	1,806	2,085	1,806	1,909	27,784	29,832	1·99	1·94	1·70	1·74
2,509	2,185	12,466	13,083	3,217	3,361	1,136	980	21,969	21,829	1·63	1·38	0·84	0·62
...	...	1,623	1,704	105	119	340	353	2,590	2,818	1·21	1·30	2·20	2·74
...	...	3,651	4,008	189	175	510	238	5,298	5,435	0·87	1·00	1·50	1·55
...	...	303	342	15	15	76	80	506	588	2·20	3·06	2·22	2·11
797	883	6,253	6,599	824	800	517	577	10,190	10,827	1·75	1·79	1·78	1·84
...	...	695	731	26	25	154	161	1,127	1,164	1·58	1·49	2·96	2·94
176	165	18,662	17,758	2,261	2,115	1,569	1,448	27,028	25,618	1·52	1·51	1·58	1·61
...	...	117	110	59	62	...	...	226	218	1·82	1·74	...	...
240	238	4,173	4,091	203	195	570	526	6,030	5,777	1·92	1·65	1·60	1·57
...	...	652	663	60	64	121	121	1,019	1,045	1·61	1·71	1·55	1·62
...	...	21,097	21,798	3,366	3,430	99	151	28,535	29,500	1·20	1·21	1 60	1·52
22	13	535	404	7	11	90	57	717	551	0·90	1·52	0·99	1·60
350	343	4,615	4,648	631	667	281	173	6,605	6,510	1·34	1·22	1·34	1·22
11	...	83	...	3	...	10	...	118	...	0·86	...	0·86	...
49	60	382	3,44	268	120	40	21	947	730	1·34	1·68	1·38	1·70
40	41	393	4,46	43	42	92	77	650	710	0·46	0·69	0·53	0·82
...	...	586	613	82	82	27	28	758	775	1·55	1·50	...	...
121	114	1,022	999	215	245	43	45	1,613	1,613	1·43	1·56	1·56	1·65
19	19	168	174	13	13	12	12	244	250	1·29	1·24	1·29	1·24
...	...	187	187	26	26	9	9	241	241	1·46	1·38	...	...
58	35	658	723	151	140	127	50	1,113	1,039	0·87	1·22	0·84	1·09
...	...	64	76	...	...	...	...	71	84	0·49	0·47	0·41	0·43

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	51		52		53	
		COACHING					
		VEHICLES AND VEHICLE					
		Average number of vehicles in a coaching					
		3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		1·52	1·45	8·76	8·21	1·53	1·42
Bombay, Baroda and Central India		...	...	9·36	9·44	1·96	2·18
Eastern Bengal		2·18	2·03	7·41	7·35	2·78	2·23
East Indian		2·25	2·17	9·15	8·32	2·36	2·49
Great Indian Peninsula		0·21	0·19	8·28	8·00	2·21	2·26
Madras and Southern Mahratta		0·48	0·42	9·43	9·34	2·92	2·89
Nizam's Guaranteed State		...	...	7·21	7·24	1·43	1·65
North Western		1·27	1·63	6·10	9·58	1·32	2·11
Oudh and Rohilkhand		1·86	1·70	9·25	9·75	2·23	1·70
South Indian		...	...	8·62	7·91	1·92	1·57
3′ 3⅜″ GAUGE.							
Assam-Bengal		1·65	1·84	14·16	14·25	1·95	2·22
Bengal and North-Western		1·92	1·87	20·64	21·09	0·53	0·64
Bhavnagar State		...	...	11·50	11·76	0·39	0·46
Bombay, Baroda and Central India		...	...	17·22	15·49	0·95	0·86
Burma		...	...	17·70	17·14	1·60	1·68
Eastern Bengal		2·35	1·97	11·67	11·77	3·01	3·02
Gondal		...	...	10 61	10·73	0·69	0·75
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		...	...	9·15	10·09	0·48	0·44
Jamnagar		...	...	11·98	11·68	0·59	0·52
Jodhpur-Bikaner		1·57	1·63	12·28	12·16	1·62	1·47
Junagad State		...	...	12·55	13·11	0·48	0·45
Madras and Southern Mahratta		0·13	0·13	13·24	13·44	1·60	1·60
Nilgiri		...	...	4·31	4·11	2·19	2·30
Rohilkund and Kumaon		1·00	1·06	17·43	18·14	0·85	0·86
Shoranur-Cochin		...	...	11·09	11·17	1·02	1·08
South Indian		...	...	14·85	14·45	2·37	2·27
Udaipur-Chitorgarh		0·66	0·61	15·96	19·23	0·19	0·54
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·29	1·23	16·99	16·64	2·32	2·39
Jacobabad-Kashmor		1·68	...	13·23	...	0·48	...
Kalka-Simla		0·63	1·09	4·88	6 31	3·43	2·20
Kohat-Thal and Nowshera-Durgai		0·48	0·59	4·75	6·47	0·52	0·61
Morappur-Hosur		...	...	14·43	14·49	2·02	1·98
Purulia-Ranchi		1·70	1·74	14·41	15·20	3·04	3·73
Raipur-Dhamtari		1·50	1·46	13·61	13·47	1·09	1·04
Tirupattur-Krishnagiri		...	...	14·12	13·41	1·96	1·84
Trans-Indus (Kalabagh-Bannu)		0·83	0·87	9·42	18·17	2·16	3·52
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	...	7·50	8·22	...	...

DIX 13—*contd.*

during each half of the financial year 1919-1920.

prepare these statistics.]

54	55	56	57	58	59	60

TRAFFIC—*contd.*

MILEAGE—*contd.*

train—*concld.*				Average earnings per coaching vehicle per mile.									
Brake-vans. No.		Total. No.		1st class. Pies.		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
1·03	1·02	1·39	14·66	27·41	29·75	37·24	43·22	31·86	35·03	86·53	89·62	87·19	93·62
2·24	2·05	17·23	17·36	59·15	36·31	33·12	45·91	...	...	79·44	80·46	82·35	86·11
0·72	0·81	15·16	14·37	23·93	24·96	29·32	30·66	20·52	23·98	78·57	84·29	30·06	34·39
0·79	0·79	17·64	17·08	25·73	30·04	26·71	31·09	28·23	32·94	78·63	80·52	74·28	64·73
1·18	1·16	15·30	15·27	24·65	28·84	46·58	45·99	88·63	117·00	77·41	78·57	99·39	85·31
1·16	1·05	16·90	16·63	35·95	37·13	46·94	45·49	60·02	63·20	93·95	89·75	74·67	70·80
1·78	1·78	12·99	13·31	23·46	27·16	48·26	46·30	...	...	90 57	90·48	115·23	90·72
1·41	1·46	12·23	17·81	31·17	29·77	59·29	54·83	58·12	66·47	119·01	99·81	213·98	129 22
1·58	1·50	17·51	17·30	28·02	23·57	47·19	42·98	58·62	42·92	105·95	82·49	67·18	87·09
0·85	0·95	13 71	12·63	37·57	32·59	65·27	57·96	...	...	84·78	82·17	67·99	77·85
0·86	0·78	22·17	23·27	12·60	13·56	10·23	10·54	17·07	17·89	51·61	59·10	39·37	50·40
2·71	2·69	29·53	29·93	2·87	3·80	8·57	9·07	10·57	10·32	38·95	38·42	105·09	87·72
2·06	1·98	17·37	17·79	4·30	6·05	25·05	29·87	...	...	63·24	64·83	233·67	222·18
2·75	2·61	23·56	21·62	9·71	11·55	32·63	33·40	...	...	54·98	50·61	130·32	116·78
1·60	1·54	24·59	24·04	19·09	22·14	33·78	37·18	...	...	47·12	55·25	40·32	50·42
1·07	0·83	20·57	19·64	11·20	13·68	24·40	36·26	10·53	15·13	48·66	54·31	32·21	34·71
2·22	2·22	16·93	17·74	8·33	14·34	32·18	32·54	...	...	59·78	64·20	95·01	110·33
1·28	0·60	13·28	13·68	16·08	14·87	28·37	28·06	...	...	64·04	60·78	184·45	234·03
3·03	2·73	20·02	20 10	7·87	5·32	53·52	58·60	...	...	72·35	69·29	275·24	297·88
1·02	1·06	20·02	19·95	8·65	9·67	28·92	31·17	39·92	36·60	62·17	57·75	91·56	85·21
2·77	2·88	20·34	20·87	4·13	7·26	34·16	38·82	...	...	72·72	73·12	137·20	198·05
1·11	1·10	19·18	19·39	13·29	13·11	32·94	31·31	64·32	74·69	52·39	49·77	74·65	62·99
0·01	0·01	8·33	8·16	267·69	171·16	...	...	...	...	197·30	155·69	289·51	211·64
2·38	2·33	25·18	25·61	22·48	16·14	31·71	25·41	20·61	17·97	45·98	47·25	120·70	107·15
2·05	2·05	17·32	17·63	14·77	16·66	42·08	42·40	...	...	60·81	68·41	58·25	67·44
0·07	0·10	20·09	19·55	20·58	24·15	46·23	46·47	...	...	69·84	60·80	30·56	34·73
2·67	2·63	21·40	26·21	6·16	19·37	25·48	43·68	8·71	15·09	47·67	61·09	282·57	193·70
1·04	0·62	24·32	23·32	3·29	4·76	8·69	10·33	8·87	8·89	27·63	27·90	11·54	14·58
1·64	...	18·75	...	2·05	...	24·41	...	21·63	...	40·18	...	79·07	...
0·51	0·39	12·12	13·38	288·88	151·14	182·23	129 17	160·27	85·66	125·59	129·26	146·55	273·19
1·11	1·12	7·85	10·31	23·65	17·73	31·41	27·65	16·10	15·93	72·21	64 36	318·63	124·18
0·67	0·67	18·67	18·64	6·03	7·11	...	...	...	...	25·06	24·53	8·64	8·79
0·61	0·68	22·75	24·56	16·57	14·03	18·98	25·13	15·23	17·79	35·76	37·07	16·07	15·21
1·01	0·96	19·79	19 41	3·49	4·18	11·86	14·91	16·01	19·29	50·25	59·64	32·75	37·55
0·68	0·67	18·2	17·30	5·64	6·67	...	...	...	...	32·91	30·72	11·77	9·77
1·82	1·25	15·94	26·11	18·11	26·46	19·63	26 53	14·60	19·13	33·46	38·26	95·70	78 58
...	...	8·40	9·12	1·54	0·57	14·82	11·97	...	...	45·47	35·57	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	61		62		63	
		COACHING					
		VEHICLES AND VEHICLE					
		Carrying capacity hauled one mile					
		1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		34,975	37,025	44,619	46,499	95,657	96,782
Bombay, Baroda and Central India		51,559	57,411	162,944	169,376	...	...
Eastern Bengal		37,460	38,918	36,826	36,203	106,552	142,939
East Indian		102,662	123,252	199,016	210,810	402,117	416,166
Great Indian Peninsula		146,460	172,034	272,246	311,930	40,384	37,863
Madras and Southern Mahratta		15,671	17,267	36,852	38,791	18,800	17,924
Nizam's Guaranteed State		4,076	4,157	11,756	12,476	...	...
North Western		138,975	152,421	122,737	150,794	285,205	330,054
Oudh and Rohilkhand		42,330	53,528	43,131	53,823	65,446	75,997
South Indian		7,898	8,865	17,753	20,807	...	...
3′ 3⅜″ GAUGE.							
Assam-Bengal		13,981	16,015	13,945	15,970	11,469	12,608
Bengal and North-Western		24,845	25,247	31,677	32,004	56,542	57,554
Bhavnagar State		2,312	2,392	4,369	4,376	...	...
Bombay, Baroda and Central India		21,610	26,817	29,290	35,625	...	...
Burma		19,942	21,414	32,627	36,746	...	...
Eastern Bengal		20,846	17,690	11,726	8,867	56,074	50,568
Gondal		1,941	2,091	4,910	6,324	...	...
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		4,165	4,598	11,755	12,096	...	...
Jamnagar		515	727	656	564	...	...
Jodhpur-Bikaner		14,099	15,152	14,564	15,863	21,857	23,975
Junagad State		557	543	1,765	1,828	...	...
Madras and Southern Mahratta		17,183	16,049	27,141	26,307	5,288	4,361
Nilgiri		813	793	...	...	...	...
Rohilkund and Kumaon		2,807	2,141	2,603	2,567	2,114	2,056
Shoranur-Cochin		777	824	1,052	1,109	...	...
South Indian		15,674	16,798	30,779	31,110	...	...
Udaipur Chitorgarh		373	366	398	404	606	347
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3,310	3,497	3,310	3,497	7,699	5,819
Jacobabad-Kashmor		53	...	53	...	212	...
Kalka-Simla		1,168	1,023	1,168	1,099	1,039	1,250
Kohat-Thal and Nowshera-Durgai		469	621	573	773	600	895
Morappur-Hosur		504	500	...	...	...	...
Purulia Ranchi		962	1,066	1,060	1,143	2,258	2,069
Raipur-Dhamtari		159	160	159	160	554	560
Tirupattur-Krishnagiri		155	153	...	...	...	...
Trans Indus (Kalabagh-Bannu)		659	567	652	551	1,029	588
2′ 0″ GAUGE.							
Pipar-Bilara Light		51	52	45	52	...	...

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

64	65	66	67	68	69	70

TRAFFIC—*contd.*

MILEAGE—*concld.*

(excluding brakes)—(in thousands).				Percentage of freight upon capacity hauled—									
4th or lowest class. Seats.		Other vehicles. Tons.		1st class. Per cent.		2nd class. Per cent.		3rd or intermediate class. Per cent.		4th or lowest class. Per cent.		Other vehicles. Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
762,425	766,934	19,445	19,509	12·25	13·14	21·58	23·51	20·38	22·61	57·91	60·42	30·70	34·25
1,060,647	1,135,380	21,182	24,975	10·60	12·43	18·83	21·49	...	...	50·90	51·60	55·30	57·71
548,157	622,856	38,113	32,488	5·48	5·50	13·22	12·86	13·15	10·86	49·34	50·19	7·29	10·81
2,176,869	2,135,353	59,578	67,634	7·86	9·93	14·85	16·57	15·91	18·56	47·95	49·02	32·72	28·56
2,108,960	2,185,435	73,367	80,824	13·00	12·77	20·97	20·37	53·87	72·84	53·00	56·23	48·22	37·62
626,966	652,035	22,097	23,766	21·23	22·07	39·43	40·34	49·06	56·91	68·86	65·16	35·33	32·57
113,304	114,641	4,029	4,696	10·61	11·70	23·26	21·56	...	...	57·56	54·89	33·51	26·79
1,648,052	2,497,949	107,372	38,941	8·49	8·91	36·14	33 81	32·62	35·22	79·18	61·19	47·25	10664
542,416	671,007	50,425	49,042	6·49	5·33	26·62	21·58	44·64	32·03	72·67	59·98	9·10	11·46
206,011	225,363	4,372	4,299	15·79	13·12	35·65	27·28	...	...	67·46	65·40	44·00	50·64
240,570	252,773	2,702	3,532	4·21	4·98	7·32	7·39	33·42	35·41	56·66	58·68	35·93	42·64
832,542	874,806	3,020	4,314	1·93	2·52	8·76	9·36	11·75	11·51	70·74	71·19	63·81	47·05
51,634	49,156	413	395	3·77	5·18	31·46	37·19	...	...	78·62	82·49	72·65	81·18
1,091,882	1,199,302	9,293	10,204	6·53	7·57	36·37	36·15	...	...	63·22	57·97	32·67	79·92
672,929	708,904	7,968	9,229	11·44	13·45	22·83	25·42	...	...	46·55	54·83	32·30	32·30
413,000	433,153	22,733	24,356	5·33	6·65	23·12	32·87	10·45	18·27	48·60	54·28	11 31	15·12
50,515	53,228	488	551	3·62	7·12	33·62	33·93	...	...	61·74	69·09	36·72	42·75
148,379	147,364	1,167	1,107	8·77	8·36	21·39	20·30	...	...	63·19	62·71	73·68	91·40
8,893	9,890	51	52	4·73	3·64	51·01	71·22	...	...	82·16	79·83	156·00	168·74
224,453	240,001	10,818	10,867	2·90	3·42	20·65	21·45	29·46	30·11	64·01	57·26	18·04	16·50
22,612	22,452	110	104	5·41	9·29	52·95	58·14	...	...	74·58	79·48	63·25	91·00
595,012	589,352	10,045	9,248	10·09	9·85	34·11	32·55	47·64	55·33	64·22	58·96	37·55	32·22
3,066	2,879	227	240	60·36	35·55	...	...	...	...	107·58	74·05	23·46	16·70
136,177	133,463	419	297	12·86	10·95	37·82	30·19	52·32	48·58	65·95	68·18	99·57	120·02
21,879	22,233	147	167	13·41	14·92	58·26	56·13	...	...	70·94	79·30	48·48	53·02
686,492	709,022	10,707	10,944	14·29	16·69	49·52	46·98	...	...	84·48	73·13	23·63	26·14
15,763	11,846	27	46	2·80	9·49	23·74	40·52	8·12	14·08	64·81	83·59	169·99	126·27
107,642	108,031	1,207	1,251	1·80	2·20	8·96	9·25	8·96	11·65	39·47	40·01	14·49	18·77
2,043	...	19	...	0·78	...	18·60	...	16·02	...	36·45	...	22·41	...
7,707	8,489	1,509	578	50·11	27·61	67·68	50·15	44·66	27·18	55·53	48·76	14·08	28·66
9,594	11,961	375	134	16·85	12·73	39·46	40·02	23·91	16·09	98·64	80·13	110·48	76·95
5,888	9,132	492	495	6·02	6·84	...	...	...	...	67·62	64·18	2·35	2·38
22,484	21,595	396	418	8·83	6·91	19·92	23·12	18·23	21·93	55·44	61·20	20·84	21·15
5,336	5,525	13	13	1·50	1·81	9 97	12·65	11·95	14·42	52·74	62·61	75·02	86·53
3,022	3,016	156	154	5·46	6·35	...	...	...	...	81·55	75·81	4·83	3·98
15,383	17,200	2,067	242	13·70	22·71	35·18	56·31	18·26	25·01	47·70	53·59	19·55	11 ·03
926	951	...	...	0·64	0·24	8·56	10·01	...	...	99·22	111·80	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Railway system.	Serial number.	71	72
		COACHING	
		WEIGHT OF TRAIN	
		Gross ton-mileage of (in	
		Freight. Ton-miles.	Dead-weight. Ton-miles.
		1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.			
Bengal-Nagpur		34,891 / 37,159	541,425 / 551,560
Bombay, Baroda and Central India		47,108 / 53,456	662,461 / 707,298
Eastern Bengal		20,439 / 23,787	408,729 / 420,728
East Indian		89,131 / 90,771	1,553,008 / 1,638,467
Great Indian Peninsula		110,224 / 113,073	1,653,059 / 1,779,088
Madras and Southern Mahratta		35,760 / 35,477	482,264 / 513,421
Nizam's Guaranteed State		5,525 / 5,298	79,643 / 79,738
North Western		139,338 / 146,248	1,405,688 / 1,593,250
Oudh and Rohilkhand		31,123 / 32,442	406,507 / 497,475
South Indian		12,061 / 13,001	151,788 / 173,386
3′ 3⅜″ GAUGE.			
Assam-Bengal		9,520 / 10,752	116,412 / 123,385
Bengal and North-Western		37,930 / 40,029	309,037 / 324,819
Bhavnagar State		2,854 / 2,896	24,144 / 23,414
Bombay, Baroda and Central India		56,094 / 51,103	398,481 / 458,100
Burma		22,195 / 27,395	278,197 / 300,985
Eastern Bengal		15,293 / 18,540	237,352 / 236,107
Gondal		2,189 / 2,629	23,240 / 24,407
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad Gadwal		6,723 / 6,792	68,213 / 67,189
Jamnagar		547 / 595	3,971 / 4,651
Jodhpur-Bikane		11,240 / 10,796	98,993 / 105,711
Junagad State		1,159 / 1,256	9,163 / 9,218
Madras and Southern Mahratta		27,765 / 24,837	275,357 / 266,720
Nilgiri		302 / 196	2,467 / 2,402
Rohilkund and Kumaon		5,987 / 5,962	53,877 / 51,136
Shoranur-Cochin		1,062 / 1,209	8,910 / 9,115
South Indian		38,768 / 35,420	289,467 / 300,409
Udaipur-Chitorgarh		670 / 672	5,989 / 4,437
2′ 6″ GAUGE.			
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		2,795 / 2,902	45,012 / 44,762
Jacobabad-Kashmor		52 / ...	809 / ...
Kalka-Simla		619 / 504	6,812 / 5,330
Kohat-Thal and Nowshera-Durgai		1,017 / 720	4,817 / 4,777
Moiappur-Hosur		374 / 367	4,186 / 4,283
Purulia Ranchi		880 / 937	11,376 / 11,233
Raipur-Dhamtari		184 / 226	1,057 / 1,089
Tirupattur-Krishnagiri		156 / 144	1,328 / 1,358
Trans-Indus (Kalabagh-Bannu)		883 / 881	8,687 / 6,514
2′ 0″ GAUGE.			
Pipar Bilara Light		60 / 70	122 / 133

DIX 13—*contd.*

during each half of the financial year 1919-20.

these statistics.]

73	74	75	76	77	78	79

TRAFFIC—*contd.*

AND TON-MILEAGE.								COST OF WORKING AND PROFITS—					
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching-unit one mile.	
Total.		Freight.		Dead-weight.		Total.						Per passenger unit.	
Ton-miles.		Tons.		Tons.		Tons.		Rs.		Pies.		Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
576,256	588,719	20·16	20·16	313·34	299·24	333·50	319·40	1·79	2·05	23·98	28·79	1·12	1·29
706,569	760,754	22·77	24·36	320·20	322·36	342·97	346·72	2·53	2·57	32·36	32·28	1·55	1·52
429,168	444,515	14·87	15·88	297·27	280·87	312·14	296·75	2·51	3·51	33·38	49·71	1·86	2·49
1,642,139	1,729,238	20·64	19·49	359·66	351·82	380·30	371·31	1·38	1·43	15·09	16·82	0·82	0·98
1,763,283	1,892.161	21·81	20·80	327·15	327·30	348·96	348·10	2·67	2·70	36·30	36·71	1·84	1·82
518,024	548,898	28·82	26·92	388·66	389·50	417·48	416·42	2·76	3·16	33·71	38·97	1·19	1·46
85,168	85,036	20·69	19·71	298·27	296·63	318·96	316·34	2·08	3·50	34·82	58·31	1·31	2·48
1,545,026	1,739,498	25·86	30·52	260·93	332·47	286·79	362.99	2·14	3·08	37·98	0·19	1·30	1·48
437,690	529,917	25·63	21·44	334·19	328·75	359·82	350·19	2·02	2·78	24·34	33·74	0·96	1·67
163,849	186,337	23·94	21·54	301·24	287·19	325·18	308·73	2·04	3·02	30·40	49·63	1·16	1·98
125,932	134,137	17·60	19·99	215·22	239·32	232·82	249·31	3·17	2·71	28·55	22·95	2·12	1·64
346,967	364,918	25·99	26·16	211·72	211·93	237·71	238·09	1·48	1·61	10·61	11·38	0·68	0·73
26,998	26,310	17·06	18·17	144·31	146·92	161·37	165·09	1·64	1·94	20·59	23·54	1·20	1·32
448,575	509,203	27·41	22·95	218·09	205·70	245·50	228·65	2·36	2·25	21·77	22·72	1·10	1·26
300,392	228,380	19·64	22·08	246·19	242·57	265·83	264·65	2·47	2·38	20·63	20·30	1·55	1·31
252,645	254,647	14·32	16·68	222·25	212·46	236·57	299·14	2·02	2·19	19·84	22·37	1·64	1·58
25,429	27,036	14·32	16·55	151·93	158·64	166·25	170·19	1·68	1·91	21·88	23·62	1·42	1·42
74,996	73,981	16·86	17·09	171·02	169·11	187·88	186·20	1·91	2·03	30·57	29·85	1·44	1·55
4,518	5,246	21·63	20·35	156·97	158·94	178·60	179·29	2·58	2·45	29·20	27·02	1·55	1·57
110,233	116,507	22·08	19·89	194·47	194·75	216·55	214·64	1·88	2·01	18·95	20·41	1·08	1·29
10,322	10,474	20·91	22·51	165·29	165·23	186·20	187·74	2·36	2·37	25·82	25·34	1·37	1·30
303,122	291,557	19·70	18·80	195·40	201·93	215·10	220·73	1·88	2·05	19·99	21·55	1·17	1·32
2,769	2,598	11·13	7·34	90·88	89·77	102·01	97·11	7·36	7·71	169·98	181·55	7·60	11·98
59,864	57,097	25·00	26·43	224·94	226·70	249·94	253·13	2·50	2·53	21 07	20·83	1·19	1·12
9,972	10,824	18·05	20·38	151·38	158·67	169·43	174·05	1·64	2·64	20·60	32·51	1·06	1·52
328,235	335,829	27·30	23·47	203·83	199·05	231·13	222·52	2·24	2·53	21·43	24·94	0·91	1·21
6,659	5,109	19·99	31·96	178·83	211·15	198·82	243·11	2·23	3·10	23·16	25·38	1·37	1·19
47,807	47,664	10·29	10·40	165·73	160·31	176·02	170·71	1·98	2·45	16·37	20·71	2·15	2·67
361	...	8·23	...	128·39	...	136·62	...	1·32	...	13·83	...	1·81	...
7,431	5,834	7·92	9·25	87·18	97·71	95·10	106.96	3·94	4·77	57·68	0·37	5·99	7·49
5,834	5,497	12·27	10 44	58·12	69·29	70·39	79·73	2 13	2·54	60·71	0·28	2·71	90·2
4,560	4,650	9·22	8·81	103·08	102·93	112·30	111·74	2·11	1·97	22·55	21·07	2·45	2·40
12,250	12,170	12·41	14·26	160·39	170·97	172·80	185·23	1·79	2·28	15·53	18·33	1·61	1·75
1,241	1,315	14·94	17·48	85·62	84·30	100·56	101·78	1·43	1·55	14·63	16·12	1·10	1·02
1,494	1,502	11·78	19·36	100·85	97·51	112·63	107·87	2·03	2·37	22·19	27·31	1·87	2·47
9,570	7,395	12·65	22·15	124·48	163·78	137·11	185·93	3·51	3·62	47·66	0·15	4·80	2·52
182	263	7·03	7·49	14·36	14·36	21·39	21·85	0·82	0·82	18·68	17·31	1·34	1·27

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	80		81		82	
		COACHING					
		Cost of					
		Average cost of hauling a coaching-unit one mile.		Average profit on working a coaching train one mile.		Average profit-	
		Other traffic per ton. Pies.		Rs.		1st class. Pies.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		10·45	11·36	3·53	3·25	3·48	0·96
Bombay, Baroda and Central India		9·24	8·84	2·86	3·18	—3·21	4·08
Eastern Bengal		43·48	50·17	1·48	0·65	—9·45	—24·75
East Indian		8·06	9·91	4·09	3·80	10·64	13·22
Great Indian Peninsula		9·99	12·19	2·53	2·39	—11·65	—7·87
Madras and Southern Mahratta		14·42	17·70	3·79	3·07	2·24	—1·84
Nizam's Guaranteed State		11·11	13·53	2·74	1·22	—11·36	—31·15
North Western		6·28	7·07	4·00	4·55	—6·81	29·58
Oudh and Rohilkhand		11·11	12·74	4·94	5·02	3·68	—10·17
South Indian		13·45	20·24	3·10	1·54	7·17	—17·04
3′ 3⅜″ Gauge.							
Assam-Bengal		29·42	18·87	1·39	2·69	—16·55	—9·39
Bengal and North-Western		5·00	6·15	3·21	3·12	—7·74	—7·58
Bhavnagar State		7·06	10·32	2·91	2·93	—16·29	—17·49
Bombay, Baroda and Central India		7·36	8·13	3·51	2·66	—12·06	—11·17
Burma		14·14	13·24	2·78	3·55	—1·54	1·84
Eastern Bengal		26·86	20·92	1·77	2·06	—8·64	—8·69
Gondal		13·35	12·04	2·29	2·67	—13·55	—8·98
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal		8·61	7·73	1·89	2·00	—14·49	—14·98
Jamnagar		8·18	7·34	3·49	3·31	—21·33	—21·70
Jodhpur-Bikaner		8·81	10·12	3·54	3·00	—10·30	—10·74
Junagad State		9·69	7·77	3·29	3·78	—21·69	—18·08
Madras and Southern Mahratta		12·11	14·99	2·77	2·38	—6·70	—8·44
Nilgiri		177·23	265·91	2·90	—0·29	97·71	—10·39
Rohilkund and Kumaon		12·90	14·23	2·80	2·86	1·41	—4·69
Shoranur-Cochin		17·81	24·78	0·64	2·23	—5·83	—15·85
South Indian		27·04	29·24	4·05	2·97	—0·85	—0·79
Udaipur-Chitorgarh		5·95	7·31	2·21	4·14	—17·00	—6·01
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		55·65	55·82	0·75	0·30	—13·08	—15·95
Jacobabad-Kashmor		14·35	...	2·05	...	—11·78	...
Kalka-Simla		75·84	63.08	6·12	5·57	231·20	150·77
Kohat-Thal and Nowshera-Durgai		16·81	42.15	0·69	0·26	—37·06	17·45
Morappur-Hosur		148·90	138·24	—0·09	0·03	—16·52	—13·96
Purulia-Ranchi		38·71	47·69	1·56	1·44	1·04	—4·30
Raipur-Dhamtari		19·43	18·39	2·55	3·11	—11·14	—11·94
Tirupattur-Krishnagiri		71·90	107·35	0·55	—0·08	—16·55	—20·64
Trans Indus (Kalabagh-Bannu)		23·01	10·72	—0·56	1·85	—29·55	26·31
2′ 0″ Gauge.							
Pipar-Bilara Light		22·67	21·05	1·07	0·82	—17·09	—16·74

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

83	84	85	86	87	88	89

TRAFFIC—*concld.*

WORKING AND PROFITS.

on working a coaching vehicle one mile.								Average profit on working a coaching unit one mile.				GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE.	
2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.		Per passenger unit, Pies.		Other traffic per ton. Pies.		Receipts from goods traffic (in thousands). Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
13·31	14·43	7·93	6·24	62·60	60·83	63·26	69·83	2·11	1·94	28·27	27·28	2,07,41	2,03,90
5·76	13·63	...	...	47·08	48·18	49·99	53·33	1·58	1·67	19·29	19·74	1,46,18	1,68,11
—4·06	—19·05	—12·86	—25·73	45·19	34·58	—3·32	—15·32	1·36	0·74	—2·11	—17·47	67,15	71,77
11·62	14·27	13·14	16·12	63·54	63·70	59·19	47·91	2·44	2·42	30·79	28·92	4,18,44	4,27,04
10·28	9·28	52·33	80·29	41·11	41·86	63·09	48·60	1·39	1·36	21·41	22·20	3,75,74	4,23,10
13·23	9·52	26·31	24·23	60·24	50·78	40·90	31·83	1·62	1·42	20·18	17·11	1,02,91	96,90
13·44	—12·01	...	...	55·75	32·17	80·41	32·41	1·62	0·60	21·42	18·47	29,90	30,16
21·31	54·64	20·14	66·55	81·03	99·62	176·00	129·03	2·88	1·84	23·79	24·45	2,69,58	3,31,79
22·85	9·24	34·28	9·18	81·61	48·75	42·84	58·35	2·34	1·64	28·65	27·13	60,46	62,96
37·87	8·33	...	...	54·38	32·54	37·59	28·22	1·79	0·97	20·70	13·70	31,28	29,15
—18·32	—12·41	—11·48	—5·06	23·06	36·15	10·82	27·45	0·92	1·57	13·36	23·91	23,34	28,17
—2·04	—2·31	—0·04	—1·06	28·34	27·04	94·48	76·34	1·38	1·33	37·20	36·15	60,04	57,68
4·46	6·33	...	...	42·65	41·29	213·08	198·64	1·91	1·82	43·72	40·65	5,94	4,08
10·86	10·68	...	...	33·21	27·89	108·55	94·06	1·51	1·39	22·12	19·14	1,05,58	1,20,80
13·15	16·88	...	...	26·49	34·95	28·69	30·12	1·70	1·95	20·41	21·39	88,09	99,48
4·56	13·89	—9·31	—7·24	28·82	31·94	12·37	12·34	1·57	1·63	13·42	10·77	39,32	46,88
10·30	8·92	...	..	37·90	40·58	73·13	86·71	1·91	1·82	42·41	43·58	5,05	4,56
—2·20	—1·79	...	...	33·47	30·93	153·88	204·18	1·21	1·25	32·02	32·77	17,50	20,81
24·32	31·58	...	.	48·15	42·27	246·04	270·86	1·76	1·84	43·33	45·12	95	81
9·97	10·76	20·97	16·19	43·22	37·34	72·61	64·80	1·88	1·83	29·83	27·87	23,08	20,92
8·34	13·48	...	...	46·90	47·78	111·38	172·71	1·80	1·89	42·20	44·29	1,92	1,92
12·95	9·76	44·33	53·14	32·40	28·22	54·66	41·44	1·50	1·42	32·64	29·73	71,13	61,21
...	...	...	...	27·32	—25·86	119·53	30·09	1·94	—1·59	144·79	59·07	1,92	1,43
10·64	4·58	—0·46	—2·86	24·91	26·42	99·63	86·32	1·19	1·17	45·93	44·30	10,65	12,26
21·48	9·89	...	...	40·21	35·90	37·75	34·93	1·71	1·26	31·03	24·10	2,28	1,97
24·80	21·53	...	...	48·41	35·86	9·13	9·79	1·79	1·54	13·61	12·40	59,44	57,49
2·32	18·30	—14·45	—10·29	24·51	35·71	259·41	168·32	1·20	1·46	35·60	31·03	65	58
—7·68	—10·38	—7·50	—11·82	11·25	7·19	—4·83	—6·13	0·95	0·44	—14·02	—14·38	7,71	8,15
10·58	...	7·80	...	26·35	...	65·24	...	2·91	...	41·08	...	4	...
124·55	128·80	102·59	85·19	67·91	128·89	88·87	272·82	11·16	6·78	111·03	134·98	4,05	417
—29·30	27·37	—44·61	15·65	11·50	64·08	257·97	123·90	0·45	0·24	16·09	8·40	50	53
...	...	...	...	2·51	3·46	—13·91	—12·28	0·05	0·18	—87·52	—76·60	35	31
3·45	6·80	—0·30	—0·54	20·23	18·71	0·54	—3·12	1·59	1·33	3·26	—5·45	1,41	1,03
—2·77	—1·21	1·38	3·17	35·62	43·52	18·12	21·43	2·00	2·08	24·22	25·01	39	46
...	...	...	...	10·72	3·41	—10·42	—17·54	0·67	0·08	—31·26	—66·40	10	9
—28·03	26·38	—23·06	18·93	—14·20	38·11	48·04	78·43	—1·60	0 62	12·72	28·44	1,09	2,61
—3·81	—5·34	...	...	26·84	18·26	...	...	1·87	1·32	5·51	5·35	3	5

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	90		91		92	
		GOODS					
		GROSS RECEIPTS AND TRAIN-MILE-AGE—*concld.*				UNITS AND	
		Goods train-miles run (in thousands).		Average goods receipts per train-mile.		Tons of goods carried one mile (in thousands).	
		No.		Rs.		Ton-miles.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		3,630	3,491	5·71	5·84	1,106,371	1,043,765
Bombay, Baroda and Central India		1,789	1,762	8·17	9·54	479,186	576,732
Eastern Bengal		723	762	9·29	9·42	183,197	184,873
East Indian		8,567	8,625	4·88	4·95	2,832,202	2,806,807
Great Indian Peninsula		6,412	6,153	5·86	6·88	1,630,389	1,409,553
Madras and Southern Mahratta		1,526	1,412	6·74	6·86	382,093	347,111
Nizam's Guaranteed State		441	398	6·79	7·59	85,143	81,590
North Western		5,444	5,443	4·95	6·10	1,591,667	1,664,715
Oudh and Rohilkhand		1,291	1,152	4·68	5·47	325,013	324,087
South Indian		466	440	6·71	6·63	84,453	76,114
3′ 3½″ GAUGE.							
Assam-Bengal		598	756	3·93	3·73	66,721	77,366
Bengal and North-Western		1,525	1,455	3·94	3·96	197,821	191,397
Bhavnagar State		93	65	6·40	6·29	11,262	8,304
Bombay, Baroda and Central India		2,637	2,573	4·00	4·69	368,220	370,437
Burma		1,984	2,012	4·44	4·94	260,718	285,541
Eastern Bengal		717	706	5·48	6·64	105,030	121,922
Gondal		112	92	4·53	4·97	11,451	9,295
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		292	312	5·99	6·67	38,411	43,785
Jamnagar		16	15	5·84	5·50	1,222	1,106
Jodhpur-Bikaner		664	562	3·47	3·72	82,503	57,065
Junagad State		56	45	3·41	4·29	4,191	2,502
Madras and Southern Mahratta		2,022	1,838	3·52	3·33	193,565	168,895
Nilgiri		26	22	7·32	6·45	657	493
Rohilkund and Kumaon		323	306	3·30	4·00	33,841	37,659
Shoranur-Cochin		59	59	3·87	3·35	5,302	4,627
South Indian		1,328	1,373	4·48	4·19	153,598	142,182
Udaipur-Chitorgarh		12	8	5·46	7·14	721	618
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		282	264	2·73	3·09	19,394	19,074
Jacobabad-Kashmor		3	...	1·44	...	71	...
Kalka-Simla		112	112	3·63	372	2,716	2,919
Kohat-Thal and Nowshera-Durgai		96	77	0·52	0·69	1,266	1,151
Morappur-Hosur		21	21	1·68	1·46	677	534
Purulia-Ranchi		36	30	3·92	3·41	2,670	2,146
Raipur-Dhamtari		17	15	2·33	3·05	1,013	1,156
Tirupattur-Krishnagiri		7	5	1·43	1·64	200	166
Trans Indus (Kalabagh-Bannu)		151	224	0·73	1·16	5,124	8,274
2′ 0″ GAUGE.							
Pipar-Bilara Light		3	3	1·01	1·62	66	49

DIX 13—*continued.*

during each half of the financial year 1919-20.

prepare these statistics.]

93	94	95	96	97	98	99

TRAFFIC—*contd.*

UNIT MILEAGE.				VEHICLES AND VEHICLE-MILEAGE.									
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.	
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3·60	3·75	304·80	298·99	76,275	69,852	41,029	35,587	3,282	3,243	120,586	108,682	32·32	30·20
5·86	5·60	267·91	327·34	41,200	45,231	18,422	18,487	2,305	2,380	61,927	66,098	33·33	36·17
7·04	7·45	253·44	242·61	24,961	27,247	8,175	9,583	763	813	33,899	37,643	45·84	48·33
2·84	2·92	330·60	325·41	199,439	199,013	138,656	138,441	9,286	9,320	347,381	346,774	39·47	39·12
4·42	5·76	254·27	229·07	115,486	116,419	44,431	40,341	9,926	8,515	169,843	165,275	24·94	25·48
5·17	5·36	250·31	245·77	32,389	30,546	13,467	13,813	2,641	2,282	48,497	46,641	30·04	31·41
6·74	7·10	193·26	205·25	6,861	6,291	3,362	2,703	365	332	10,588	9,326	23·20	22·63
3·25	3·83	292·39	305·87	103,223	100,309	51,904	32,494	3,808	3,906	158,935	136,709	28·50	24·40
3·57	3·73	251·75	281·34	22,748	19,882	15,466	8,858	1,172	1,131	39,386	29,871	29·60	24·95
7·11	7·35	181·16	173·09	7,371	6,794	1,445	1,350	570	567	9,386	8,711	18·91	18·52
6·76	6·99	111·56	102·36	10,038	12,958	3,574	4,767	542	620	14,154	18,345	22·76	23·45
5·83	5·79	129·75	131·50	32,598	31,623	12,473	10,180	2,708	2,685	47,779	44,488	29·56	28·72
10·12	9·43	121·38	128·15	2,161	1,637	1,064	742	109	87	3,334	2,466	34·76	36·72
5·51	6·26	139·63	143·97	56,712	59,780	22,593	19,843	2,797	2,987	82,102	82,610	30·07	30·95
6·49	6·69	131·44	141·91	38,025	40,752	16,291	15,077	2,992	3,059	57,308	58,888	27·38	27·75
7·19	7·38	146·40	172·60	18,736	20,800	8,597	4,727	672	697	28,005	26,224	31·13	36·14
8·47	9·43	102·60	101·31	1,824	1,713	873	576	68	57	2,765	2,346	24·16	24·95
8·75	9·13	131·36	140·39	5,122	6,313	1,579	1,686	361	411	7,062	8,410	22·91	25·65
14·92	14·03	75·13	75·33	225	206	130	119	...	...	355	325	21·80	22·15
5·37	7·04	124·23	101·53	12,536	10,711	6,474	4,343	1,407	1,351	20,417	16,405	28·62	26·79
8·81	14·74	74·20	55·84	732	614	434	276	25	11	1,191	901	20·67	19·86
7·06	6·96	95·71	91·87	34,784	32,418	10,578	8,997	2,821	2,473	48,183	43,888	22·43	22·53
56·15	55·82	25·02	22·18	115	89	26	26	1	1	142	116	5·38	5·19
6·05	6·25	104·90	123·00	4,889	5,357	2,697	2,089	570	493	8,016	7,889	23·08	24·16
8·20	8·17	89·91	78·78	954	896	161	193	87	81	1,202	1,170	18·91	18·54
7·43	7·76	115·69	103·54	25,928	25,745	7,835	8,689	1,980	2,095	35,743	36,479	25·43	25·04
17·40	18·06	60·24	75·88	198	157	76	56	...	...	274	213	22·90	26·10
7·63	8·21	68·73	72·19	4,772	4,246	2,442	2,149	304	354	7,518	6,749	25·57	24·20
10·88	...	25·40	...	39	...	11	...	1	...	51	...	17·83	...
28·67	27·43	24·33	26·06	539	393	227	144	75	82	841	619	6·86	4·79
7·65	8·88	13·16	14·87	1,006	846	242	140	29	91	1,277	1,077	12·98	12·75
9·84	11·14	32·77	25·25	199	183	68	86	14	13	281	282	12·93	12·76
10·15	9·19	74·16	71·29	669	554	172	143	18	20	859	717	23·35	23·16
7·35	7·69	60·88	76·04	235	225	98	84	18	16	351	325	20·06	20·34
9·47	10·09	28·99	31·28	66	52	17	12	4	3	87	67	11·97	12·04
4·09	6·04	34·02	36·90	1,001	2,044	899	1,610	17	183	1,917	3,837	12·62	16·29
9·83	17·71	19·64	17·57	13	11	4	4	12	12	29	27	5·24	5·31

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	100		101		102	
		GOODS					
		VEHICLES AND					
		Average number of vehicles in a goods train—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
		Brake-vans. No.		Total. No.		Pies.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·90	0·93	33·22	31·13	33·95	37·13
Bombay, Baroda and Central India		1·29	1·35	34·62	37·52	47·07	50·66
Eastern Bengal		1·06	1·07	46·90	49·40	38·91	37·41
East Indian		1·08	1·08	40·55	40·20	23·76	24·30
Great Indian Peninsula		1·55	1·38	26·49	26·86	45·11	51·82
Madras and Southern Mahratta		1·73	1·61	31·77	33·02	43·09	41·94
Nizam's Guaranteed State		0·83	0·83	24·03	23·46	56·15	64·39
North Western		0·70	0·72	29·20	25·12	33·37	47·97
Oudh and Rohilkhand		0·91	0·98	30·51	25·93	30·38	42·06
South Indian		1·22	1·29	20·13	19·81	68·12	68·72
3′ 3¾″ Gauge.							
Assam-Bengal		0·91	0·82	23·67	24·27	33·12	30·51
Bengal and North-Western		1·78	1·85	31·34	30·57	25·57	26·49
Bhavnagar State		1·18	1·35	35·94	38·07	35·34	32·89
Bombay, Baroda and Central India		1·06	1·16	31·13	32·11	25·56	29·13
Burma		1·51	1·52	28·89	29·27	31·14	34·21
Eastern Bengal		0·94	0·99	32·07	37·13	33·80	35·26
Gondal		0·61	0·63	24·77	25·58	35·96	38·27
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		1·24	1·32	24·15	26·97	50·16	49·95
Jamnagar		...	...	21·80	22·15	51·42	47·70
Jodhpur-Bikaner		2·12	2·40	30·74	29·19	23·31	26·68
Junagad State		0·44	0·25	21·11	20·11	31·65	41·43
Madras and Southern Mahratta		1·39	1·34	23·82	23·87	30·11	28·38
Nilgiri		0·04	0·04	5·42	5·23	261·14	238·53
Rohilkund and Kumaon		1·77	1·61	24·85	25·77	27·47	31·83
Shoranur-Cochin		1·47	1·37	20·38	19·91	39·28	34·71
South Indian		1·49	1·53	26·92	26·57	33·80	32·10
Udaipur-Chitorgarh		...	...	22·90	26·10	45·78	52·50
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		1·07	1·34	26·64	25·54	20·52	24·47
Jacobabad-Kashmor		0·41	...	18·24	...	15·50	...
Kalka-Simla		0·67	0·73	7·53	5·52	101·63	149·17
Kohat-Thal and Nowshera-Durgai		0·30	1·17	13·28	13·92	7·75	10·36
Morappur-Hosur		0·67	0·63	13·60	13·39	24·95	22·04
Purulia-Ranchi		0·50	0·66	23·85	23·82	32·24	28·28
Raipur-Dhamtari		1·10	1·03	21·16	21·37	22·30	28·77
Tirupattur-Krishnagiri		0·58	0·65	12·55	12·69	22·96	26·21
Trans Indus (Kalabagh-Bannu)		0·11	0·82	12·73	17·11	11·03	13·69
2′ 0″ Gauge.							
Pipar-Bilara Light		3·51	4·33	8·75	9·64	36·80	58·54

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

103	104	105	106	107	108	109

TRAFFIC—*continued.*

VEHICLE MILEAGE—*concluded.*								WEIGHT OF TRAIN AND TON-MILEAGE.					
								Gross ton-mileage of all goods trains (in thousands).					
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Freight. Ton miles.		Dead-weight. Ton miles.		Total. Ton miles.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2,125,002	1,939,117	52·06	53·83	9·43	9·90	14·51	14·94	1,106,371	1,043,765	1,234,695	1,138,598	2,341,066	2,182,363
1,077,134	1,157,062	44·49	49·34	8·04	9·05	11·63	12·75	479,186	576,732	657,800	696,032	1,136,986	1,272,764
538,809	592,277	34·32	31·21	5·53	5·02	7·34	6·79	183,197	184,873	339,985	374,014	523,182	558,887
6,038,134	6,042,756	46·91	46·45	8·38	8·32	14·20	14·10	2,832,202	2,806,807	3,589,555	3,600,150	6,421,757	6,406,957
2,779,541	2,740,133	58·66	51·08	10·20	8·99	14·12	12·11	1,630,369	1,409,553	2,061,112	1,995,600	3,691,481	3,405,153
803,828	779,226	47·53	44·55	8·33	7·82	11·80	11·36	382,093	347,111	497,425	468,197	879,518	815,308
191,013	169,688	44·57	48·03	8·33	9·07	12·41	12·97	85,143	81,589	125,127	111,059	210,270	192,648
3,125,589	2,688,667	50·92	61·92	10·26	12·54	13·42	16·60	1,591,667	1,664,715	1,860,460	1,706,284	3,452,127	3,370,999
680,040	523,945	47·79	61·86	8·51	11·28	14·29	16·30	325,013	324,087	432,810	357,080	757,823	681,117
156,574	145,386	53·94	52·35	9·58	9·35	11·46	11·20	84,453	76,114	110,290	103,485	194,743	179,599
135,317	177,125	49·36	43·68	4·90	4·36	6·65	5·97	66,721	77,366	101,297	131,995	168,018	209,361
451,824	424,334	43·78	45·09	4·39	4·58	6·07	6·05	197,821	191,397	262,036	247,298	459,857	438,695
27,470	19,862	41·00	41·81	3·49	3·49	5·21	5·07	11,262	8,304	17,107	12,320	28,369	20,624
745,871	758,842	49·37	48·82	4·64	4·65	6·49	6·20	368,220	370,437	454,623	457,995	822,843	828,432
531,180	548,115	49·08	52·10	4·80	5·11	6·86	7·01	260,718	285,541	373,198	383,016	633,916	668,557
268,602	287,267	39·10	42·44	4·70	4·78	5·61	5·86	105,030	121,922	188,764	162,686	293,794	284,608
20,327	17,242	56·33	58·91	4·25	4·06	6·28	5·43	11,451	9,295	14,069	11,573	25,520	20,868
73,894	90,787	51·98	48·23	5·73	5·47	7·50	6·94	38,411	43,785	50,506	57,400	88,917	101,185
2,658	2,437	45·98	45·36	3·45	3·40	5·43	5·35	1,222	1,105	1,867	1,705	3,089	2,810
174,565	137,762	47·26	41·42	4·34	3·79	6·58	5·33	82,503	57,065	118,239	96,720	200,742	153,785
8,642	6,558	48·49	38·16	3·59	2·81	5·73	4·08	4,120	2,502	6,914	5,286	11,104	7,788
371,853	340,375	52·05	49·62	4·27	4·08	5·56	5·21	193,565	168,895	286,559	262,480	480,124	431,375
1,426	1,165	46·07	42·35	4·65	4·27	5·70	5·54	656	493	1,636	1,387	2,292	1,880
79,498	79,413	42·57	47·42	4·54	5·09	6·99	7·03	33,841	37,659	47,963	46,600	81,804	84,259
10,648	10,395	49·79	44·51	4·75	4·25	5·56	5·16	5,302	4,627	7,558	7,408	12,860	12,035
295,680	299,834	51·95	47·42	4·55	4·14	5·92	5·52	153,598	142,182	230,544	235,772	384,142	377,954
2,328	1,851	30·95	33·38	2·63	2·90	3·64	3·94	721	618	1,521	1,146	2,242	1,764
59,588	52,763	32·55	36·15	2·69	2·98	4·06	4·49	19,394	19,074	39,310	35,758	58,704	54,832
399	...	17·72	...	1·42	...	1·81	...	71	...	285	...	356	...
6,486	4,542	42·20	64·25	3·55	5·44	5·04	7·43	2,716	2,919	6,940	6,205	9,656	9,124
5,625	3,524	22·51	32·65	1·01	1·17	1·26	1·36	1,266	1,151	5,607	4,845	6,873	5,996
1,313	1,325	51·57	40·27	2·53	1·98	3·40	2·91	677	533	1,633	1,658	2,310	2,191
7,226	5,992	36·95	35·81	3·18	3·08	3·99	3·87	2,670	2,146	4,236	3,547	6,906	5,693
2,211	2,327	45·79	49·67	3·03	3·74	4·31	5·14	1,013	1,156	1,468	1,364	2,481	2,520
403	311	49·71	53·30	2·42	2·60	3·04	3·18	200	166	512	395	712	561
13,829	27,738	37·05	29 73	2·70	2·26	5·12	4·05	5,123	8,274	14,866	25,927	19,989	34,201
80	66	81·74	74·77	3·75	3·31	5·09	4·39	66	49	122	110	188	159

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	110		111		112	
		GOODS					
		WEIGHT OF TRAIN AND TON-MILEAGE.—*concld.*					
		Average weight of a goods train.					
		Freight. Tons.		Dead-weight. Tons.		Total. Tons.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		304·80	298·99	340·15	326·16	644·95	625·15
Bombay, Baroda and Central India		267·91	327·34	367·78	395·05	635·69	722·39
Eastern Bengal		253·44	242·61	470·35	490·83	723·79	733·44
East Indian		330·60	325·41	419·00	417·38	749·60	742·79
Great Indian Peninsula		254·27	229·07	321·45	324·30	575·72	553·37
Madras and Southern Mahratta		250·31	245·77	325·87	331·50	576·18	577·27
Nizam's Guaranteed State		193·26	205·25	284·02	279·39	477·28	484·64
North Western		292·39	305·87	341·77	313·51	634·16	619·38
Oudh and Rohilkhand		251·75	281·34	335·25	309·93	587·00	591·27
South Indian		181·16	178·09	236·58	235·33	417·74	408·42
3′ 3½″ GAUGE.							
Assam-Bengal		111·56	102·36	169·39	174·64	280·95	277·00
Bengal and North-Western		129·75	131·50	171·86	169·91	301·61	301·41
Bhavnagar State		121·38	128·15	184·36	190·13	305·74	318·28
Bombay, Baroda and Central India		139·63	143·97	172·40	178·00	312·03	321·97
Burma		131·44	141·91	188·15	190·35	319·59	332·26
Eastern Bengal		146·40	172·60	263·11	230·30	409·51	402·90
Gondal		102·60	101·31	126·06	126·13	228·66	227·44
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		131·36	140·39	172·72	184·04	304·08	324·43
Jamnagar		75·13	75·33	114·80	116·14	189·93	191·47
Jodhpur-Bikaner		124·23	101·53	178·04	172·09	302·27	273·62
Junagad State		74·30	55·84	122·59	117·94	196·89	173·78
Madras and Southern Mahratta		95·71	91·87	141·69	142·76	237·40	234·63
Nilgiri		25·02	22·18	62·31	62·34	87·33	84·52
Rohilkund and Kumaon		104·90	123·00	148·68	152·20	253·58	275·20
Shoranur-Cochin		89·91	78·78	128·17	126·13	218·08	204·91
South Indian		115·69	103·54	173·65	171·70	289·34	275·24
Udaipur-Chitorgarh		60·24	75·88	127·18	140·82	187·42	216·70
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		68·73	72·19	139·31	135·33	208·04	207·52
Jacobabad-Kashmor		25·40	...	102·64	...	128·04	...
Kalka-Simla		24·32	26·06	62·16	55·42	86·48	81·48
Kohat-Thal and Nowshera-Durgai		13·16	14·87	58·28	62·61	71·44	77·48
Morappur-Hosur		32·77	25·25	79·02	78·44	111·79	103·69
Purulia-Ranchi		74·16	71·29	117·67	117·84	191·83	189·13
Raipur-Dhamtari		60·88	76·05	88·27	89·73	149·15	165·78
Tirupattur-Krishnagiri		28·99	31·28	74·18	74·66	103·17	105·94
Trans-Indus (Kalabagh-Bannu)		34·02	36·89	98·71	115·61	132·73	152·50
2′ 0″ GAUGE.							
Pipar-Bilara Light		19·64	17·58	36·56	39·18	56·20	56·76

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

113	114	115	115A	116	117	118

TRAFFIC—*concluded.*

Cost of Working and Profits.													
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit (*viz.*, one ton) one mile. Pies.	
1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3·46	4·00	20·57	25·45	2·18	2·57	3·41	3·90	2·25	1·84	13·38	11·68	1·42	1·18
4·68	5·36	26·79	28·46	3·36	3·14	5·08	4·62	3·49	4·18	20·10	22·20	2·50	2·46
5·82	8·68	24·39	34·48	4·41	6·87	8·00	10·56	3·47	0·74	14·52	2·93	2·63	0·58
2·61	2·85	12·71	14·01	1·52	1·68	2·56	2·77	2·27	2·10	11·05	10·29	1·32	1·24
4·40	4·29	33·91	32·31	3·83	3·59	4·76	5·19	1·46	2·59	11·20	19·51	1·09	2·17
3·81	4·38	24·37	26·79	2·92	3·42	4·48	5·09	2·93	2·48	18·72	15·15	2·25	1·94
3·04	5·36	25·18	45·51	3·02	5·02	5·24	7·29	3·75	2·23	30·97	18·88	3·72	2·08
4·73	5·25	31·87	41·29	3·11	3·29	5·11	4·97	0·22	0·85	1·50	6·68	0·14	0·54
3·29	4·69	21·37	36·07	2·51	3·20	4·58	5·07	1·39	0·78	9·01	5·99	1·06	0·53
2·62	4·00	26·56	41·43	2·77	4·43	5·01	6·67	4·09	2·63	41·56	27·29	4·34	2·92
3·82	3·01	32·25	24·63	6·58	5·64	10·84	9·66	0·11	0·72	0·87	5·88	0·18	1·35
1·88	2·04	12·21	13·66	2·78	2·98	5·18	5·36	2·06	1·97	13·36	14·53	3·05	2·81
3·11	3·74	17·18	19·55	4·92	5·60	7·91	8·78	3·29	2·55	18·16	13·34	5·20	3·83
3·00	3·17	19·15	19·65	4·12	4·22	5·78	5·81	1·00	1·52	6·41	9·48	1·39	2·04
2·97	2·99	20·82	20·68	4·34	4·04	7·00	6·45	1·47	1·95	10·32	13·53	2·15	2·65
3·49	3·84	21·52	20·42	4·58	4·27	7·82	7·07	1·99	2·80	12·28	14·84	2·61	3·11
2·31	2·55	18·33	19·63	4·32	4·84	6·78	7·49	2·22	2·42	17·63	18·64	4·15	4·59
3·09	3·54	25·92	26·53	4·53	4·85	7·58	7·75	2·90	3·13	24·24	23·42	4·22	4·28
2·75	2·61	24·20	22·64	7·02	6·65	11·01	10·57	3·09	2·89	27·22	25·06	7·90	7·38
2·62	2·56	17·56	18·35	4·05	4·84	5·56	6·79	0·85	1·16	5·75	8·33	1·32	2·20
2·50	2·20	23·19	21·24	6·45	7·56	11·10	14·02	0·91	2·09	8·46	20·19	2·36	7·18
2·08	2·18	17·77	18·60	4·16	4·56	6·75	7·34	1·44	1·15	12·34	9·78	2·90	2·40
6·30	6·71	224·81	248·11	48·37	58·07	76·55	92·84	1·02	− 0·26	36·33	—9·58	7·81	—2·25
2·54	2·75	21·11	21·83	4·65	4·29	7·68	7·18	0·76	1·25	6·36	3·94	1·40	1·96
2·11	3·11	21·40	32·17	4·50	7·57	8·13	11·50	1·76	0·24	17·88	2·54	3·70	0·66
2·80	3·12	21·13	23·96	4·64	5·79	6·90	8·20	1·68	1·07	12·67	8·14	2·79	1·97
2·13	2·77	17·85	20·38	6·78	7·01	22·01	24·77	3·33	4·37	27·93	32·12	10·62	11·05
2·35	2·98	17·62	23·60	6·55	7·91	11·92	13·24	0·38	0·11	2·90	0·87	1·08	0·30
1·16	...	12·44	...	8·73	...	53·07	...	0·28	...	3·06	...	2·15	...
3·17	3·64	88·77	145·79	25·04	26·81	44·84	46·69	0·46	0·08	12·86	3·37	3·63	0·62
2·16	2·47	31·97	37·23	31·53	31·92	45·63	46·90	—1·64	—1·78	—24·22	—26·87	—23·88	—23·04
2·10	1·83	31·25	27·53	12·33	13·91	19·50	22·58	—0·42	—0·37	—6·30	—5·49	—2·49	—2·77
1·99	2·33	16·34	19·30	5·15	6·27	9·89	11·50	1·93	1·08	15·90	8·98	5·00	2·92
2·12	2·52	20·32	23·81	6·70	6·37	11·28	10·33	0·21	0·53	1·98	4·96	0·65	1·32
1·86	2·32	29·80	37·06	12·30	14·26	20·60	22·71	—0·43	—0·68	—6·84	—10·85	—2·83	—4·17
3·39	2·97	51·64	35·02	19·15	15·47	26·77	21·44	—2·66	1·81	—40·61	21·33	—15·06	—9·43
2·14	2·13	78·45	77·12	20·94	23·33	31·70	35·76	—1·13	—0·51	—41·65	—18·58	—11·11	—5·62

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	119	120	121
		DETAILED PERCENTAGE		
		Percentage to total		
		Coaching traffic. Per cent.	Goods traffic. Per cent.	Sundries including telegraph. Per cent.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.				
Bengal-Nagpur		29·87 / 31·67	67·41 / 66·11	2·13 / 1·78
Bombay, Baroda and Central India		42·28 / 42·10	55·46 / 56·10	2·26 / 1·80
Eastern Bengal		41·10 / 43·70	50·35 / 50·32	8·55 / 5·98
East Indian		34·60 / 35·55	61·91 / 62·35	3·49 / 2·10
Great Indian Peninsula		40·38 / 38·82	57·76 / 59·39	1·86 / 1·79
Madras and Southern Mahratta		43·42 / 44·91	54·97 / 52·99	1·61 / 2·10
Nizam's Guaranteed State		28·56 / 27·85	67·06 / 66·17	4·38 / 5·98
North Western		53·52 / 50·67	43·65 / 45·97	2·83 / 3·36
Oudh and Rohilkhand		53·65 / 53·06	38·32 / 38·09	8·03 / 8·85
South Indian		40·51 / 43·95	48·90 / 46·56	10·59 / 9·49
3′ 3¾″ GAUGE.				
Assam-Bengal		48·49 / 47·08	46·17 / 45·60	4·94 / 7·02
Bengal and North-Western		51·49 / 54·27	42·06 / 40·14	1·84 / 1·74
Bhavnagar State		55·04 / 63·98	42·92 / 33·59	2·04 / 2·43
Bombay, Baroda and Central India		49·40 / 46·53	48·63 / 51·35	1·97 / 2·12
Burma		39·26 / 41·33	58·29 / 55·84	2·05 / 2·47
Eastern Bengal		46·42 / 46·94	45·05 / 46·63	6·47 / 4·41
Gondal		53·35 / 60·00	43·31 / 37·63	3·34 / 2·37
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		44·91 / 42·39	51·80 / 55·02	3·29 / 2·59
Jamnagar		58·72 / 66·34	36·34 / 31·81	4·94 / 1·85
Jodhpur-Bikaner		53·40 / 55·19	44·65 / 42·46	1·95 / 2·35
Junagad State		61·07 / 62·90	37·46 / 35·48	1·47 / 1·62
Madras and Southern Mahratta		47·28 / 47·92	51·26 / 50·19	1·46 / 1·89
Nilgiri		58·74 / 57·59	40·53 / 41·61	0·73 / 0·80
Rohilkund and Kumaon		49·61 / 45·01	41·62 / 45·37	8·77 / 9·62
Shoranur-Cochin		52·13 / 58·80	47·16 / 40·19	0·71 / 1·10
South Indian		58·75 / 56·75	39·07 / 39·28	1·45 / 3·38
Udaipur-Chitorgarh		67·46 / 69·99	29·58 / 26·74	2·96 / 3·27
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		48·15 / 45·59	50·13 / 48·35	1·72 / 6·06
Jacobabad-Kashmor		83·09 / 83·33	16·11 / 16·67	0·80 / ...
Kalka-Simla		64·11 / 56·38	34·61 / 41·69	1·28 / 1·93
Kohat-Thal and Nowshera-Durgai		80·36 / 77·21	17·31 / 21·33	2·33 / 1·46
Morappur-Hosur		70·02 / 72·54	29·60 / 27·02	0·38 / 0·44
Purulia-Ranchi		62·57 / 70·14	37·17 / 29·47	0·26 / 0·39
Raipur-Dhamtari		55·81 / 56·38	44·06 / 43·41	0·13 / 0·21
Tirupattur-Krishnagiri		77·38 / 78·43	22·31 / 21·42	0 31 / 0·15
Trans Indus (Kalabagh-Bannu)		48·18 / 31·46	25·53 / 37·69	3·37 / 4·93
2′ 0″ GAUGE.				
Pipar-Bilara Light		82·65 / 77·02	17·30 / 22·97	0·05 / 0·01

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

122	123	124	125	126	127

OF EARNINGS AND EXPENDITURE.

earnings.				Percentage of working expenses on total earnings.									
Steam-boat earnings. Per cent.		Total.		Maintenance. Per cent.		Locomotive expenses. Per cent.		Carriage and wagon expenses. Per cent.		Traffic expenses. Per cent.		General charges. Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·59	0·44	100·00	100·00	7·24	11·39	15·70	16·63	11·12	11·70	7·74	9·12	4·10	4·49
...	...	100·00	100·00	7·29	6·13	21·70	20·68	6·29	5·47	8·37	8·65	3·63	3·27
...	...	100·00	100·00	11·38	17·50	14·54	13·69	6·79	27·41	16·51	17·20	5·97	6·82
...	...	100·00	100·00	7·73	9·26	14·08	13·62	4·98	8·08	9·46	8·46	3·49	3·54
...	...	100·00	100·00	10·14	9·37	27·16	24·36	9·03	6·94	9·16	8·55	4·11	3·71
...	...	100·00	100·00	7·69	11·48	19·42	21·36	7·23	8·91	5·19	5·91	3·40	3·83
...	...	100·00	100 00	5 73	6·44	11·74	10·71	3·42	3·16	6·07	6·55	5·26	5·25
...	...	100·00	100 00	10·19	11·95	26·55	24·74	6·73	5·07	11·69	11·42	3·78	3·68
...	...	100·00	100·00	9·55	19·39	15·08	15·57	6·27	10·11	10·55	12·14	4·15	4·04
...	...	100·00	100·00	5·14	17·91	21·24	26·21	5·37	5·90	5·72	7·61	3·66	4·34
0·40	0·30	100·00	100·00	22·57	21·36	16·63	15·32	11·72	5·73	*15·33	*14·12	10 20	8·10
4·61	3·85	100·00	100·00	7·72	10·10	10·97	11·38	6·75	6·57	8·24	9·05	4·01	4·06
...	...	100·00	100·00	8·31	9·38	12·74	13·89	2·99	3·15	9·41	10·75	6·09	7·24
...	...	100·00	100·00	8·36	15·11	20·67	20·80	11·84	4·40	9·21	8·89	4·44	4·15
0·40	0·36	100·00	100·00	16·64	13·40	21·47	19·36	4 87	4·37	8·49	7·85	5·33	5·08
2·06	2·02	100·00	100·00	12·45	14 67	16·73	14·81	5·75	6·47	13·23	12·37	5·05	3·94
...	...	100·00	100·00	8·68	6·78	20·18	19·56	3·48	3·93	6·86	8·79	4·02	5·19
...	...	100·00	100·00	9·80	11·48	15·55	13·77	4·12	3·62	8·87	8·20	7 33	6·60
...	...	100·00	100·00	7·96	8·99	18·90	15·28	6·37	4·88	6·33	6·35	5·46	6·06
...	...	100·00	100·00	12·30	10·22	18·07	19·13	5·58	5·12	8·12	8·22	4·85	6·20
...	...	100·00	100·00	14·28	6·02	15·87	17·44	2·95	4·29	9·76	8·47	8 99	6·92
...	...	100·00	100·00	7·64	10·41	20·61	22·08	4·63	4·96	6·98	7·79	4·34	4·80
...	...	100·00	100·00	8·11	20·90	50·16	55·87	4·55	5·47	8·25	12·40	4·34	5·73
...	...	100 00	100·00	14·21	14 11	17·41	17·41	6·54	4·59	8·33	9·41	5·70	6·16
...	...	100·00	100·00	6·42	24·26	21·01	22·66	5·44	6·82	6·90	9·17	3·92	4·62
0·73	0·59	100·00	100·00	5·91	11·55	20·64	21·22	6 01	9·48	7·09	9·41	3·88	4·55
...	...	100·00	100·00	15·93	14·33	15·94	13·85	3·80	2·83	6·28	5·66	4·14	4·21
...	...	100·00	100·00	18·99	30·92	27·12	26·39	11·72	10·18	11·42	11·31	8·47	7·78
...	...	100·00	10 ·00	13·05	...	16·20	...	4·95	50·00	6·30	...	3·60	...
...	...	100·00	100·00	12·68	16·63	21·15	24·27	6·23	9·93	10·22	13·18	2·07	2·91
...	...	100·00	100·00	32·24	40 32	63·01	74·50	19·42	9·24	15·58	17 80	4·18	5·58
...	...	100·00	100·00	36·63	30·56	44·18	43·45	6·65	6·70	14·19	15·18	7·09	7·77
...	...	100·00	100·00	14·69	21·54	17·80	19·31	6·81	7·41	6·22	7·27	6·16	6·93
...	...	100·00	100·00	19·69	15·12	18·37	17·76	2·94	5·22	8·55	7·72	9·48	7·91
...	...	100·00	100·00	24·87	37·73	39·48	43·23	5·18	5·81	13·82	16·11	5·15	7·89
22·92	25·92	100·00	100·00	42·43	29·26	80·77	58·54	23·21	6,64	24·55	21·24	6·22	4·37
...	...	100·00	100·00	18·93	17·46	30·77	36 52	12·09	2·82	9·62	10·83	0·83	0·85

* Includes 3·07 per cent in the 1st half and 3·31 per cent in the 2nd half on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	128		129		130	
		DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE—*concld.*					
		Percentage of working expenses on total earnings—*concld.*					
		Miscellaneous expenses.		Steam-boat expenses.		Total working expenses.	
		Per cent.		Per cent.		Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		7·14	5·28	1·03	1·06	54·07	60·37
Bombay, Baroda and Central India		6·54	7·96	...	...	53·87	52·16
Eastern Bengal		3·79	3·96	...	...	58·98	86·58
East Indian		3·08	3·06	...	...	42 82	47·02
Great Indian Peninsula		6·41	6·46	...	...	66·01	59·39
Madras and Southern Mahratta		8·07	7·24	...	...	51·00	58·73
Nizam's Guaranteed State		13·17	38·77	...	...	45·39	70·88
North Western		2·91	4·99	...	...	61·85	61·85
Oudh and Rohilkhand		2·70	2·73	...	...	48·30	63·98
South Indian		2·43	2·74	...	0·01	43·56	64·72
3′ 3⅜″ GAUGE.							
Assam-Bengal		7·50	4·81	0·98	4·28	84·93	73·72
Bengal and North Western		2·40	1·76	2·04	2·31	42·13	45·23
Bhavnagar State		3·21	3·45	...	...	42·75	47·86
Bombay, Baroda and Central India		3·73	4·70	...	...	58·25	58·05
Burma		2·69	2·73	0·65	0·66	60·14	53·45
Eastern Bengal		2·13	1·08	2·31	2·89	57·66	57·23
Gondal		4·19	2·43	...	...	47·41	46·68
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		6·95	9·50	...	...	52·62	53·17
Jamnagar		2·03	3·57	...	...	47·05	45·13
Jodhpur-Bikaner		4·90	3·82	...	...	53·82	52·71
Junagad State		2·58	1·12	...	...	54·43	44·26
Madras and Southern Mahratta		6·43	6·73	...	...	50·78	56·77
Nilgiri		2·36	3·53	...	...	77·77	103·90
Rohilkund and Kumaon		4·28	1·88	...	...	56·47	53·47
Shoranur-Cochin		2·56	2·61	0·83	0·93	47·68	71 07
South Indian		3·19	1·33	1·20	2·52	47·92	60·06
Udaipur-Chitorgarh		1·63	1·60	...	...	47·81	42·53
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·64	1·60	...	...	79 36	88·21
Jacobabad-Kashmor		0·90	...	...	...	45·00	50·00
Kalka-Simla		2·42	1·82	...	...	54·77	68.74
Kohat-Thal and Nowshera-Durgai		1·79	0·96	...	...	134 22	148·40
Morappur-Hosur		1·71	1·54	...	...	110·66	105·83
Purulia-Ranchi		0·85	1·04	...	...	52·53	63·50
Raipur-Dhamtari		1·34	1·16	...	...	69·37	54·89
Tirupattur-Krishnagiri		1·54	0·77	...	...	89·99	111·54
Trans Indus (Kalabagh-Bannu)		2·98	2·16	12·82	16·82	192·98	139.03
2′ 0″ GAUGE.							
Pipar-Bilara Light		0·39	0·42	...	...	72·63	68·90

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

131*a*	132*a*	133*a*	134*a*	135*a*	135A*a*	136*a*	137*a*

TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.

PER MILE OF LINE MAINTAINED.

General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.	
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
281·42	307·30	467·11	1,056·47	87·58	86·55	...	...	285·42	279·84	...	...	58·47	129·04	1,180·00	1,839·20
263·42	291·95	727·17	794·85	193·51	115·00	..	..	257·02	176·68	0·45	0·25	—7·83	—8·94	1,433·75	1,369·79
466·58	553·83	1,061·55	2,088·58	358·02	351·86	5·38	11·08	451·74	748·43	...	...	114·80	261·01	2,458·07	4,014·73
311·47	342·29	956·79	1,336·32	120·66	55·43	...	...	384·19	394·41	...	...	113·18	159·56	1,886·29	2,283·01
282·70	326 28	780·20	918·95	461·16	354·64	...	...	439·32	382·74	...	...	149·56	155·86	2,112·94	2,138·47
211·04	232·91	797·49	1,309·68	93·67	119·00	...	...	175·82	270·58	...	...	76·35	41·76	1,354·37	1,978·93
217·37	244·43	340·30	317·93	18·32	30·58	...	...	89·42	184·01	...	...	63·62	60 59	729 03	837·57
203·13	218·92	559·21	894·63	85·02	148·50	42·73	11·49	229·04	322·63	...	...	163·16	160·82	1,282·29	1,757·04
186·98	216·67	490·96	1,403·06	59·10	74·18	6·28	6·58	105·08	188·51	...	...	88·45	104·57	936·85	1,993·57
156·08	203·93	371·32	1,989·70	68·44	107·35	...	...	89·22	137·88	...	...	15·56	54·55	730·62	2,493·41
198·01	223·46	586·39	584·12	162·56	291·10	...	...	165·21	205·23	...	...	75·70	55·32	1,182·87	1,359·28
109·83	123·64	334·47	355·68	53·03	39·22	...	...	55·64	48·15	...	...	—80·96	58·19	472·61	624·88
60·30	61·09	303 51	416·77	4·53	5·91	...	...	46·51	39·11	...	...	46·59	28·89	461·44	551·77
134·62	145·83	476·99	1,057·56	32·72	131·73	...	...	115·34	144·81	0·78	1·61	31·75	42·81	792·20	1,524·35
205·32	225·73	913·32	796·43	135·22	111·78	1·99	0·97	196·51	262·09	...	...	121·45	96·77	1,573 81	1 493·77
181·73	184·28	370·87	580·00	181·62	194·75	0·18	6·87	177·58	246·30	...	...	58·66	107·32	970·64	1,319·52
44·69	42·25	295·61	257·75	7·18	5·58	..	...	40·15	30·34	...	...	50·35	20·05	437·98	355·97
160·96	165·51	321·67	389·82	8·75	44·09	...	...	83·54	122·44	...	...	42 72	74·55	607·64	796·41
60·08	59·41	213·30	234·32	13·54	37·42	...	...	80·01	83·27	...	...	16·54	6·57	383·47	420·99
33·57	39·64	349 13	244·00	37·69	18·49	...	...	35·65	56·48	...	...	22·76	19·74	478 80	378·35
52·34	60·50	371·80	146·32	37·16	—1·70	...	...	25·25	18·60	...	...	53·85	16·56	540 40	240·28
109·24	119·21	275·63	441·71	40·85	37·61	...	...	60·15	70·33	...	...	21·94	—17·53	507·81	651·33
334·28	292·04	773·56	1,303·08	54·45	633·34	...	...	123·72	203·10	...	...	42·60	56·14	1,927·61	2,487·70
114·35	126·12	388·14	426·16	22·46	32·85	41·28	1·76	41·74	59·55	...	...	38·93	28·50	616·90	674·94
Included with the South Indian Railway 3′ 3⅜″ gauge.								...	...	...	...	...	...	...	...
171·09	190·91	334·84	925·84	56·14	52·46	...	...	122·62	188·74	...	...	44·73	61·84	729 42	1,419·79
25·61	24·85	570 97	359·17	13·37	14·80	...	...	25·70	38·81	...	...	24·57	25·36	660·22	462·99
123·58	139·89	262·67	491·38	10·55	40·96	...	...	29·13	100·76	...	...	40·75	50·62	466 68	832·61
Included with the North Western Railway 5′ 6″ gauge.								...	...	...	...	...	...	...	...
385·13	471·17	854·57	1,272 87	618·39	338 84	...	...	363·44	410 48	...	...	259·46	282 20	2,480·93	2,775·06
122·91	156 33	584·59	514·25	91·52	96·16	..	...	66·53	120·79	...	...	53·97	97·55	919·52	985·08
81·96	88·07	453 51	333·51	6·82	8·70	...	...	38·75	42·90	...	...	4·96	9·26	586·00	477·44
102·12	1 6·39	344·97	411·69	6·15	19·49	...	...	23·69	44·96	...	...	6·97	48·42	483·90	650·95
21·21	29·94	228·31	206·01	24·27	16·23	...	...	7·29	10·33	...	...	22·94	20·39	304·02	283·40
94·77	95·62	263·01	409·94	28·90	7·25	...	...	38·79	65·75	...	...	8·38	27·38	433·85	607·94
189·84	251·23	407·65	381·59	300·81	23 32	36·68	30·45	304·38	45·66	...	...	100·25	61·56	1,339·61	1,491·81
9·13	9·63	104·97	108 43	14 62	0·87	...	...	12·49	11·35	...	...	7·68	6·45	148·89	136·71

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	131*b*		132*b*		133*b*	
		TABLE A.—					
		PER MILE					
		General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		210·77	228·14	349·84	784·31	65·59	64·25
Bombay, Baroda and Central India		186·59	205·78	515·07	560·24	137·06	81·06
Eastern Bengal		242·83	288·41	552·48	1,087·65	186·33	183·24
East Indian		185·25	203·19	569·06	793·25	71·76	32·90
Great Indian Peninsula		179·07	206·51	494·18	581·63	242·09	224·46
Madras and Southern Mahratta		168·72	186·11	637·56	1,045·55	74·88	95·09
Nizam's Guaranteed State		187·09	209·60	292·90	272·65	15·77	26·23
North Western		138·51	148·32	381·30	606·10	57·97	100·60
Oudh and Rohilkhand		152·19	176·32	399·60	1,141·78	48·11	60·37
South Indian		159·46	174·90	318·20	1,706·39	58·65	92·06
3′ 3⅜″ GAUGE.							
Assam-Bengal		163·02	188·62	495·30	403·03	137·32	245·70
Bengal and North-Western		21·38	102·72	278·28	295·49	44·12	32·58
Bhavnagar State		52·78	53·00	265·67	361·58	3·96	5·12
Bombay, Baroda and Central India		113·40	123·16	401·84	893·24	27·56	111·27
Burma		155·69	170·83	692·53	602·75	102·54	84·60
Eastern Bengal		143·57	145·85	292·99	459·03	143·48	154·13
Gondal		39·79	37·63	263·23	229·57	6·39	4·97
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		134·13	147·76	285·80	348·01	7·77	89·37
Jamnagar		56·17	55·54	199·40	219·05	12·65	34·98
Jodhpur-Bikaner		31·20	36·87	324·41	226·93	35·02	17·20
Junagad State		47·59	54·97	338·05	132·93	33·79	1·54
Madras and Southern Mahratta		97·92	106·75	247·08	395·58	36·61	33·69
Nilgiri		289·58	253·00	670·12	1,125·84	47·17	548·65
Rohilkund and Kumaon		98·64	107·84	334·62	364·38	19·36	28·10
Shoranur-Cochin		...	...	Included with the			South
South Indian		145·90	162·88	285·55	789·23	47·88	44·77
Udaipur-Chitorgarh		23·86	23·17	404·23	334·65	12·46	13·79
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		111·44	120·14	236·56	443·11	9·52	36·93
Jacobabad-Kashmor		...	...	Included with the		North	Western
Kalka-Simla		332·96	407·05	738·81	1,099·21	534·63	292·72
Kohat-Thal and Nowshera-Durgai		108·90	138·51	517·95	455·63	81·09	85·21
Morappur-Hosur		77·49	83·24	428·77	315·20	6·45	3·51
Purulia-Ranchi		93·90	116·22	317·21	378·55	5·65	17·92
Raipur-Dhamtari		19·88	28·06	213·96	193·05	22·75	15·21
Tirupattur-Krishnagiri		86·21	85·16	239·25	372·92	26·29	6·60
Trans Indus (Kalabagh-Bannu)		164·34	215·77	352·88	327·73	260·40	251·92
2′ 0″ GAUGE.							
Pipar-Bilara Light		8·86	9·34	101·80	105·23	14·19	0·85

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

134*b*	135*b*.	135A*b*	136*b*	137*b*	131*c*	132*c*

MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*

OF TRACK, INCLUDING SIDINGS.										PER TOTAL TRAIN-MILE.			
Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.	
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	213·77	207·75	...	...	43·79	95·80	883·76	1,380·25	1·59	1·74	2·64	5 98
...	...	182·05	124·52	0·32	0·18	—5·55	—6·30	1,015·64	965·48	1·47	1·58	4·04	4·31
2 80	5·76	235·11	389·75	...	...	59·75	135·93	1,279·30	2,090·74	2·20	2·44	5·00	9 19
...	...	228·50	234·12	...	...	67·32	94·71	1,121·89	1,358·17	1·07	1·14	3·29	4·46
...	...	278·26	242·25	...	...	94·73	98·65	1,338·33	1,353·50	1·23	1·41	3·40	3·96
...	...	140·56	216·21	...	...	61·05	93·37	1,082·77	1,577·33	1.30	1·45	4·90	8·16
...	...	76·97	157·79	...	...	54·76	51·95	627·49	718·22	1·72	2·06	2·70	2·67
29·14	7·73	156·17	218·61	...	...	111·25	108 95	874·34	1,190·37	1·47	1·68	4·05	6·37
5·11	5·36	85·52	153·40	...	...	71·99	85·09	762·52	1,622·32	1·92	2·09	5·03	13·54
...	...	76·46	118·24	...	...	18·33	46·79	626·10	2,138·38	1·38	1·41	2·75	13·73
...	...	139·55	173·27	...	...	63·94	46·69	999·13	1,147·31	2·63	2·73	7·98	7·15
...	...	46·29	40·00	...	...	—67·36	48·34	392·71	519·13	1·29	1·44	3·91	4·15
...	...	40·71	33·98	...	...	40·79	25·07	403·91	478·70	0·92	0·90	4·66	6·14
...	...	79·17	122 31	0·66	1·36	26·75	36·16	667·38	1,287·50	1·10	1·14	3·92	8·22
1·51	0·74	189·01	189·35	...	...	92·09	73·24	1,193·37	1,130·51	1·60	1·77	7 50	6·26
0·14	5·43	140·29	194·92	...	...	46·34	84·94	766·81	1,044·30	1·82	1·81	3·72	5·70
....	...	35·75	27·02	...	...	44·84	17·86	390·00	317·05	0·62	0 62	4·13	3·80
...	...	74·22	109·31	...	...	37·96	66·55	539·88	711·00	1·90	2·04	4·03	4·79
...	...	74·79	77·85	...	...	1·47	6·13	358·48	393·55	1·25	1·17	4·45	4·63
...	...	33·13	52·53	...	...	21·15	18·36	444·91	351·89	0·61	0·76	6·32	4·70
...	...	22·95	16·90	...	...	48·96	15·05	491·34	218·31	1·02	1·31	7·21	3·16
...	...	53·92	62 98	...	...	19·67	—15·70	455·20	583·30	1·06	1·18	2·68	4·36
...	...	106·32	175·94	...	...	36·90	48·64	1,150·09	2,155·07	2·90	2·76	6·71	12·32
35·61	1·50	36·01	50·92	...	...	33·59	24·36	558·03	577·10	1·83	2·15	6·22	7·25
Indian	Railway,	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...
...	...	104·57	161·03	...	...	38·15	52·76	622·05	1,211 37	1·22	1·30	2·33	6·30
...	...	23·95	36·16	...	...	22·89	23·63	487·39	431·40	0·60	0·91	10·27	13·27
...	...	26·27	90·86	...	...	36·75	53·76	420·84	750·80	2·23	2·58	4·75	9·06
Railway,	5′ 6″	gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	314·21	354·62	...	...	224·27	248·79	2,144·88	2,397·99	1·94	2·71	4·32	7·33
...	...	58·95	107·02	...	...	47·83	86·43	814·72	872·89	1·12	1·75	5·33	5·74
...	...	36·63	40·54	...	...	4·68	8·73	554·02	451·22	1·57	1·64	8·68	6·24
...	...	21·79	41·34	...	...	6·41	44·53	444 96	598·56	1·76	2·43	5·95	7·93
...	...	6·83	10·16	...	...	21·49	19·11	284·91	265·59	0·67	0·97	7·18	6·67
...	...	35 29	59·80	...	...	7·62	24·91	394·66	549·39	1·91	1·98	5·29	8·65
31·75	26·15	263·49	408·51	...	...	86·78	52·87	1,159·64	1,282·95	1·67	2 06	4·00	3·13
...	...	12·11	10·99	...	...	7·44	6·26	144·40	132·67	0·30	0·33	3·51	3·62

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	* 133c		134c		135c	
		TABLE A.—MAINTENANCE OF					
		PER TOTAL					
		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
		As.		As.		As.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		0·49	0·49	...	...	1·61	1·59
Bombay, Baroda and Central India		1·08	0·63	...	...	1·43	0·96
Eastern Bengal		1·69	1·55	0·03	0·05	2·13	3·29
East Indian		0·42	0·18	...	...	1·32	1·32
Great Indian Peninsula		2 01	1·53	...	...	1·91	1·65
Madras and Southern Mahratta		0·57	0·74	...	...	1·08	1·69
Nizam's Guaranteed State		0·15	0·26	...	...	0·71	1·55
North Western		0·62	1·14	0·31	0·09	1·66	2·47
Oudh and Rohilkhand		0·61	0·72	0·06	0·06	1·08	1·82
South Indian		0·51	0·74	...	...	0·66	0 95
3′ 3⅜″ GAUGE.							
Assam-Bengal		2·22	3·56	...	...	2·25	2·51
Bengal and North-Western		0·62	0 45	...	...	0·65	0·56
Bhavnagar State		0·07	0·09	...	...	0·71	0·58
Pombay, Baroda and Central India		0·27	1·02	...	...	0·95	1·13
Burma		1·11	0·88	00	0·01	1·62	2·05
Eastern Pengal		1·82	1·92	...	0·07	1·79	2·42
Gondal		0·10	0·08	...	...	0·56	0·45
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		0·11	0·54	...	...	1·05	1·51
Jamnagar		0·28	0·74	...	...	1·67	1·64
Jodhpur-Bikaner		0·68	0·86	...	...	0·65	1·09
Junagad State		0·72	—0·04	...	...	0·49	0·40
Madras and Southern Mahratta		0·40	0·37	...	...	0·59	0·69
Nilgiri		0·47	5·99	...	...	1·07	1·92
Rohilkand and Kumaon		0·35	0·56	0·66	0·03	0·67	1·01
Shoranur-Cochin		...	Included with		the	South	Indian
South Indian		0·40	0·36	...	...	0·87	1·28
Udaipur-Chitorgarh		0·32	0·55	...	...	1·60	1·43
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·19	0·75	...	...	0·53	1·86
Jacobabad-Kashmor		...	...	Included with the North Western			
Kalka-Simla		3·12	1·95	...	...	1·84	2 37
Kohat-Thal and Nowshera-Durgai		0·84	1·07	...	...	0·61	1·35
Morappur-Hosur		0·18	0·07	...	...	0·74	0·80
Purulia-Ranchi		0·11	0·37	...	...	0·41	0·87
Raipur-Dhamtari		0·76	0·53	...	...	0·23	0·35
Tirupattur-Krishnagiri		0·58	0·15	...	...	0·78	1·89
Trans-Indus (Kalabagh-Bannu)		2·96	2·41	0 36	0.25	2·99	3·90
2′ 0″ GAUGE.							
Pipar-Bilara Light		0·49	0·03	...	...	0·42	0·38

DIX 13—*contd.*

during each half of the financial year 1919-20.

repare these statistics.]

135 A*c*	136*c*	137*c*	131*d*	132*d*	133*d*	134*d*

WAY, WORKS AND STATIONS—*contd.*

TRAIN-MILE—*concld.* | PER 1,000 GROSS TON-MILES.

Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Maintenance, etc. Annas.		General superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.		Conservancy of rivers. Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0·33	0·73	6·66	10·53	0·18	0·21	0·30	0·72	0·06	0·06	...	...
...	...	—0·05	—0·05	7·97	7·43	0·19	0·19	0·53	0·53	0·14	0·08	...	...
...	...	0·53	1·14	11·58	17·66	0·30	0·35	0·69	1·29	0·23	0·22	...	...
...	...	0·39	0·54	6·49	7·64	0·10	0·12	0·33	0·45	0·04	0·03	...	...
...	...	0·62	0·67	9·20	9·22	0·16	0·19	0·45	0·54	0·26	0·21	...	...
...	...	0·47	0·26	8·32	12·30	0·16	0·16	0·60	1·02	0·07	0·09	...	...
...	...	0·50	0·51	5·78	7·05	0·26	0·31	0·40	0·40	0·02	0·04	...	...
...	...	1·18	1·23	9·29	13·48	0·20	0·21	0·55	0·86	0·09	0·14	0·04	0·01
...	...	0·91	1·01	9·61	19·24	0·25	0·29	0·66	1·86	0·08	0·10	0·01	0·01
...	...	0·12	0·37	5·42	17·20	0·23	0·25	0·47	2·44	0·09	0·14	...	...
...	...	1·04	0·69	16·12	16·64	0·65	0·64	1·98	1·68	0·55	0·84	...	...
...	...	—0·95	0·68	5·52	7·28	0·29	0·33	0·89	0·95	0·14	0·10	...	...
...	...	0·71	0·42	7·07	8·13	0·27	0·27	1·37	1·83	0·02	0·03	...	...
0·01	0·01	0·26	0·33	6·51	11·85	0·25	0·26	0·86	1·84	0·06	0·24	...	...
...	...	1·00	0·77	12·93	11·74	0·35	0·36	1·56	1·28	0·24	0·18	...	...
...	...	0·59	1·06	9·74	12·98	0·37	0·38	0·76	1·20	0·37	0·40	...	0·02
...	...	0·71	0·30	6·12	5·25	0·20	0·20	1·34	1·24	0·04	0·03	...	...
...	...	0·54	0·92	7·66	9·80	0·50	0·52	1·07	1·21	0·03	0·14	...	...
...	...	0·35	0·13	8·00	8·31	0·43	0·40	1·52	1·58	0·10	0·25	...	...
...	...	0·41	0·38	8·67	7·29	0·14	0·19	1·49	1·20	0·16	0·09	...	...
...	...	1·04	0·35	10·48	5·13	0·33	0·45	2·36	1·08	0·23	—0·01	...	...
...	...	0·21	—0·17	4·94	6·43	0·20	0·31	0·73	1·19	0·11	0·10	...	...
...	...	0·37	0·54	11·52	23·53	1·91	1·89	4·43	8·43	0·31	4·09	...	...
...	...	0·63	0·48	10·36	11·48	0·47	0·50	1·53	1·70	0·08	0·13	0·16	0·01
Railway,	3′ 3⅜″	gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	0·32	0·41	5·19	9·65	0·29	0·32	0·58	1·61	0·10	0·09	...	...
...	...	0·58	0·94	12·87	17·10	0·19	0·24	3·28	3·51	0·10	0·14	...	...
...	...	0·74	1·10	8·44	15·35	0·73	0·83	1·54	3·00	0·06	0·25	...	...
Railway,	5′ 6″	gauge.	...	...	...	...	...	...	...	...	...	...	...
...	...	1·31	1·62	12·53	15·98	1·35	1·89	3·00	5·10	2·17	1·36	...	...
...	...	0·49	1·09	8·39	11·00	0·99	1·39	4·70	4·57	0·74	0·85	...	...
...	...	0·10	0·17	11·22	8·92	0·87	0·96	4·84	3·57	0·07	0·04	...	...
...	...	0·12	0·93	8·35	12·53	0·61	0·82	2·08	2·66	0·04	0·12	...	...
...	...	0·72	0·66	9·56	9·18	0·33	0·45	3·49	3·06	0·37	0·24	...	...
...	...	0·17	0·59	8·73	12·76	1·09	1·15	3·02	5·04	0·33	0·09	...	...
...	...	0·98	0·50	13·16	12·25	0·87	0·86	1·86	1·25	1·38	0·96	0·17	0·10
...	...	0·25	0·21	4·97	4·57	0·61	0·67	7·01	7·57	0·98	0·06	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	135*d*		135A*d*		136*d*	
		TABLE A.—MAINTENANCE OF WAY, WORKS					
		PER 1,000 GROSS TON					
		Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		0·18	0·19	...	...	0·04	0·09
Bombay, Baroda and Central India		0·19	0·12	...	...	*—0·01*	—0·02
Eastern Bengal		0·30	0·47	...	...	0·07	0·16
East Indian		0·13	0·13	...	...	0·05	0·05
Great Indian Peninsula		0·25	0·23	...	...	0·09	0·09
Madras and Southern Mahratta		0·14	0·21	...	...	0·06	0·04
Nizam's Guaranteed State		0·11	0·23	...	...	0·07	0·08
North Western		0 22	0·31	...	...	0·16	0·16
Oudh and Rohilkhand		0·14	0·25	...	...	0·12	0·14
South Indian		0·11	0·16	...	...	0·02	0·07
3′ 3⅜″ GAUGE.							
Assam-Bengal		0·56	0·59	...	...	0·25	0·17
Bengal and North-Western		0·15	0·13	...	...	*—0·21*	0·15
Bhavnagar State		0·21	0·17	...	...	0·21	0·13
Bombay, Baroda and Central India		0·21	0·25	...	...	0 05	0·07
Burma		0·34	0·42	...	...	0·20	0·15
Eastern Bengal		0·37	0·51	...	...	0·12	0·22
Gondal		0·18	0·15	...	...	0·23	0·10
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		0·28	0·38	...	...	0·14	0·23
Jamnagar		0·57	0·56	...	...	0·12	0·04
Jodhpur-Bikaner		0·15	0·28	...	...	0·10	0·10
Junagad State		0·16	0·14	...	...	0·34	0·12
Madras and Southern Mahratta		0·16	0·19	...	...	0·05	—0·03
Nilgiri		0·70	1·32	...	...	0·25	0·36
Rohilkund and Kumaon		0·17	0·24	...	...	0·16	0·12
Shoranur-Cochin		...	...	Included with the South Indian			
South Indian		0·21	0·33	...	...	0·08	0·11
Udaipur-Chitorgarh		0·19	0·38	...	...	0·18	0·26
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0 17	0·62	...	...	0·24	0·36
Jacobabad-Kashmor		...	Included with the North Western				
Kalka-Simla		1·27	1 64	...	...	0·91	1·13
Kohat-Thal and Nowshera-Durgai		0·53	1.07	...	...	0·43	0·88
Morappur-Hosur		0·41	0·46	...	...	0·06	0·09
Purulia-Ranchi		0·14	0·29	...	...	0·04	0·31
Raipur-Dhamtari		0·11	0·16	...	...	0·35	0·30
Tirupattur-Krishnagiri		0·45	0·81	...	...	0·10	0·34
Trans Indus (Kalabagh-Bannu)		1 39	1.55	...	...	0·46	10 19
2′ 0″ GAUGE.							
Pipar-Bilara Light		0·84	0·79	...	...	0·51	0·45

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

137 *d.*	138 *a.*	139 *a.*	139 A *a.*	140 *a.*	141 *a.*	142 *a.*
AND STATIONS —*concld.*	TABLE B.—LOCOMOTIVE EXPENSES.					
MILES—.	PER TOTAL TRAIN-MILE.					

Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with the working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.	
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.
								f					
0·76	1·27	0·89	1·02	3·22	3·86	...	...	2·43	2·48	0·25	0·28	0·25	0·26
1·04	0·90	0·85	0·91	3·58	4·38	...	...	10·49	10·53	0·74	0·71	1·29	1·29
1·59	2·49	0·97	0·99	2·80	2·61	...	...	5·10	5·39	0·34	0·33	0·29	0·53
0·65	0·78	0·97	0·98	2·76	2·75	...	12·85	1·65	1·90	0·18	0·24	1·25	1·12
1·21	1·26	1·06	1·12	3·99	4·18	9·47	6·46	8·64	8·26	0·35	0·39	0·84	0·83
1·03	1·54	1·00	1·06	2·62	2·67	6·67	6·15	7 81	9·20	0·50	0·47	0·31	0·34
0·86	1·06	0·95	1·19	2·12	2·24	...	...	3·99	3·80	0·42	0·39	0·62	0·66
1 26	1·69	0·92	1·03	3·43	3 98	...	...	8·52	10·44	0·55	0·68	1·08	0·83
1·26	2·65	1·00	1·02	2·36	2·64	...	..	5·06	5·22	0·18	0·33	0·48	0·52
0·92	3·06	0·97	0·93	3·35	3·45	...	...	11·16	14·27	0·37	0·37	0·82	1·01
3·99	3·92	1·13	1·15	2 07	1·89	...	...	4 88	4·80	0·35	0·31	0·29	0·27
1·26	1·66	0·43	0·55	1·12	1·19	...	...	2·89	3·00	0·27	0·30	0·28	0·42
2·08	2·43	0·78	0·74	1·29	1·38	...	...	6 07	7·16	0 34	0·36	0·39	0·46
1·43	2·66	1·15	1·14	2·75	2·79	...	...	5·47	5·73	0·45	0·46	0·55	0·69
2·69	2·39	1·14	1·12	3·34	3·24	11·45	10·71	8·64	8·79	0·38	0·35	0·22	0·24
1·99	2·73	1·07	1·16	2·53	2·56	...	...	3·06	3·40	0·30	0·26	0·25	0·60
1·99	1·72	0·56	0·51	1·08	1·52	...	...	8·40	7·66	0·57	0·72	0·72	0·85
2·02	2·48	1·04	1·15	2·04	2·05	...	...	3·20	3·06	0·51	0·45	0·44	0·55
2·74	2·83	1·31	1·28	1·12	1·03	...	...	8·12	8·38	0·06	0·05	0·66	0·64
2·04	1·86	0·58	0·66	1·26	1·32	...	...	5·31	5·23	0·82	0·96	0·79	0·45
3·42	1·78	0·64	0·78	1·62	1·83	...	...	6·79	8·66	0·38	0·44	0·57	0·64
1·35	1·76	0·70	0·82	2·33	2·45	...	...	4·60	5·22	0·50	0·46	0·28	0·30
7 60	16·09	1·70	1·77	12·76	13·89	...	...	23·71	23·41	0·56	0·53	3·05	3·47
2·57	2·70	0·98	1·20	1·05	1·35	...	...	4·72	5·26	0·35	0·35	0·40	0·44
Railway, 3′ 3⅜″ gauge.													
1·26	2·46	0·81	0·83	3·01	3·15	4·23	5·22	7·56	5·51	0·31	0·33	0·57	0·62
3·94	4·53	0·99	1·52	0·69	1·04	...	...	6·37	7·03	0·49	0·72	0·76	0·82
2·74	5·09	0·76	0·97	1 85	2·17	...	...	2·46	2·58	0·43	0·49	0·42	0·40
Railway, 5′ 6″ gauge.													
8·70	11·12	1·10	1·27	3·90	5·06	...	...	5·73	6·15	0·40	—0·04	0·88	0·82
7·39	8·76	0·39	0 49	2·61	3·22	...	...	4·09	5·14	0·57	0·67	1·18	0·64
6·25	5·12	1·48	1·06	1·55	2·10	...	...	6.86	4 97	0·64	0·68	0·42	0·47
2·91	4·20	0·73	1·27	2·31	3·08	...	...	1·84	2·03	0·84	0·70	0·52	0·64
4·65	4·21	0 67	1·05	1·61	2·04	...	...	1·52	1·66	0·71	0·67	0·66	0·67
4·99	7·43	0·68	0·81	2·19	2·56	...	...	5·65	5·45	1·88	2·07	0·34	0·38
6·13	4·86	0·33	0·38	3·32	3·48	...	...	7·27	9·95	0·39	0·67	1·42	1·23
9·95	9·54	...	...	0·85	0·98	...	...	2·85	2·34	0·35	0·33	0·35	0·28

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	143 *a*.		143A *a*.		143B*a*.	
		TABLE B.—					
		PER TOTAL					
		Maintenance and renewal of locomotives. Annas.		Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		4·21	4·20	...	...	0·65	0·60
Bombay, Baroda and Central India		5·06	5·21	...	...	0·34	0·33
Eastern Bengal		4·18	2·75	...	...	0·77	0·80
East Indian		3·08	2·43	...	3·91	0 35	0·30
Great Indian Peninsula		5·63	5·17	4·68	1·25	0·47	0·57
Madras and Southern Mahratta		4·83	5·90	1·13	—0·37	0·88	1·08
Nizam's Guaranteed State		2·70	2·18	...	...	0·06	0·13
North Western		6·23	7·12	...	...	0·56	0·72
Oudh and Rohilkhand		3·45	3·46	...	...	0·58	0·61
South Indian		4·31	4·08	...	...	0·38	0·39
3′ 3⅜″ GAUGE.							
Assam-Bengal		2·85	2·53	...	...	0·32	0·27
Bengal and North-Western		1·73	1·82	...	...	0·08	0·16
Bhavnagar State		0·97	1·34	...	...	0·24	0·28
Bombay, Baroda and Central India		4·19	4 26	...	...	0·73	0·36
Burma		1·90	2·12	0·41	0·78	0·17	0·18
Eastern Bengal		2·69	2·28	...	...	0·66	0·39
Gondal		1·87	2·79	...	...	0·18	0·22
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		2·44	2·13	...	...	0·07	0·13
Jamnagar		6·90	2·32	...	...	0·29	0·01
Jodhpur-Bikaner		3·36	4·11	...	...	0·20	0·26
Junagad State		1·32	2·25 2·23	...	...	0·19	0·28
Madras and Southern Mahratta		2·66	12·95	...	...	0·44	0·46
Nilgiri.		23·38		...	...	0·51	0·33
Rohilkund and Kumaon		4·36	4·55	...	...	0 33	0·46
Shoranur-Cochin		...	...	Included with the		South Indian.	
South Indian		4·62	5·23	1·11	...	0·32	0·37
Udaipur-Chitorgarh		2·63	4·48	...	1·15	0·44	0·92
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·61	4·36	...	...	0·02	0·03
Jacobabad-Kashmor		...		Included with the		North Western	
Kalka-Simla		6·43	8·10	...	...	0·30	0·38
Kohat-Thal and Nowshera-Durgai		4·12	7·82	...	...	0·59	0·12
Morappur-Hosur		2·22	3·12	...	...	0·11	0·06
Purulia-Ranchi		3·13	2·14	...	...	0·02	0·03
Raipur-Dhamtari		2·88	3 44	...	...	0·03	0·01
Tirupattur-Krishnagiri		3·00	3·17	...	...	0·03	0·10
Trans Indus (Kalabagh-Bannu)		8·57	4.70	...	...	—0·22	0·25
2′ 0″ GAUGE.							
Pipar-Bilara Light		4·03	5·77	...	...	...	...

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

143 C*a*.	144 *a*.	145 *a*.	138 *b*.	139 *b*.	139A *b*.	140 *b*.

LOCOMOTIVE EXPENSES—*contd.*

TRAIN-MILE—*concld.*						PER ENGINE MILE.							
Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total locomotive expenses. ‡ Annas.		General Superintendence (including office expenses). Annas.		Running expenses. Annas.		All charges connected with the working of Rail Motors. Annas.		Fuel (average cost). Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	2·21	2·37	14·41	15·37	0·69	0·79	2·47	2 98	...	...	1·87	1·91
...	...	1·01	1·59	23·66	24 95	0·69	0·74	3·13	3·56	...	...	8·46	8·54
...	...	0·31	0·37	14·76	13·77	0·66	0·67	1·90	1·77	...	...	3·45	3 66
...	...	1·57	1·51	11·81	11·23	0·69	0·70	1·96	1 95	...	10 29	1·17	1·35
...	...	3·82	3·60	24·80	24·12	0·88	0·93	3·30	3·46	7·56	6·46	7·15	6·85
...	...	3·09	2·20	21·04	22·92	0·82	0·87	2·15	2·19	6·59	6 45	6·40	7·55
...	...	0·98	1·13	11·84	11·72	0·80	1·00	1·78	1·89	...	...	3·34	3·20
...	...	2·89	3·08	24·18	27·88	0 70	0·84	2·65	3·27	...	...	6·61	8·57
...	...	2·05	1 61	15·16	15·41	0·83	0·85	1·97	2·21	...	...	4·22	4·36
...	...	1·04	0·66	22·40	25·16	0·83	0·80	2·89	2·97	...	...	9·63	12·28
...	...	0·49	0·48	11·88	17·70	0·91	0·91	1·68	1·49	...	...	3·53	3·79
...	...	1·20	0·92	8·00	8·31	0·85	0·45	0·91	0·97	...	...	2·35	2·44
...	...	0·75	0·30	10·88	12·02	0·61	0·59	1·02	1·09	...	...	4·79	5·69
...	...	0·80	0·88	16·09	16·31	0·97	0·97	2·33	2·38	...	...	4·64	4·89
...	...	0·93	0·98	16·72	17·02	0·90	0·91	2·68	2·60	11·45	10·71	6·90	7·07
...	...	2·53	2·46	13·09	13 11	0·80	0·84	1·89	1·88	...	...	2·29	2·47
...	...	0·33	0·86	13·71	15·13	0·47	0·43	0·91	1·27	...	...	7·08	6 38
...	...	2·42	2·23	12·16	11·75	0·89	0·99	1·75	1·76	...	...	2·75	2·63
...	...	...		18·46	13 71	1·12	1·07	0·95	0·86	...	...	6·92	7·01
...	...	0·41	0·66	12·73	13 65	0·51	0·58	1·11	1·16	...	...	4·69	4·60
...	...	0·12	0·14	11·63	15 02	0·54	0·65	1·34	1·50	...	...	5·60	7·12
...	...	1·82	1·70	13·33	13 64	0·61	0·71	2·03	2·12	...	...	4·02	4·53
...	...	5·50	6·54	71·27	62·89	1·38	1·40	10·32	11·01	...	...	19·19	18 55
...	...	0·50	0·55	12·69	14·16	0·77	0·93	0·82	1·04	...	...	3·70	4 03
...	...												
Railway,	...	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...
...	...	0·99	1·17	18·19	17·21	0·71	0·72	2·62	2 76	4·23	5·22	6·58	4·82
...	...	0·01	...	12·38	16·53	0·93	1·36	6·65	0 94	...	...	5·99	6·30
...	...	2·50	2·10	12·05	13·10	0·59	0·75	1·44	1·68	...	...	1·91	2·00
Railwa y, 5′ 6″		gauge.	...	...	...	...	...	...	...	...	...	...	...
...	...	0·81	0·49	19·64	22·23	0·88	1·04	3·10	4·11	...	...	4·55	5·00
...	...	2·85	2·22	16·40	20·32	0·32	0·39	2·08	2·55	...	...	3·25	4·08
...	...	0 25	0·23	13·53	12·69	1·48	1·06	1·55	2·09	...	...	6·85	4·95
...	...	0·73	1 35	10·12	11·24	0·54	0·91	1·71	2·19	...	...	1·36	1·45
...	...	0·84	1·24	8·92	10·78	0·48	0·75	1·14	1·47	...	...	1·07	1 19
...	..	0·09	0·07	13·86	14·61	0·68	0·81	2·19	2·56	...	...	5·63	5·44
...	...	3·98	3·85	25·06	24·51	0·23	0·26	2·39	2·41	...	...	5·22	6·89
...	...	0·14	—0·15	8·07	9·55	...	...	0·85	0·98	...	...	2·34	2·34

‡Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do no

Railway system.	Serial number.	141 b.		142 b.		143 b.	
		TABLE B.—					
		PER ENGINE					
		Water. Annas.		Oil, tallow and other stores. Annas.		Maintenance and renewal of locomotives. Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·20	0·21	0·43	0·43	3·24	3·24
Bombay, Baroda and Central India		0·60	0·57	1·04	1·05	4·09	4·23
Eastern Bengal		0·23	0·22	0·20	0·36	2·83	1·86
East Indian		0·13	0·17	0·89	0·79	2·18	1·73
Great Indian Peninsula		0·29	0·32	0·69	0·69	4·66	4·29
Madras and Southern Mahratta		0·41	0·39	0·25	0·28	3·96	4·83
Nizam's Guaranteed State		0·35	0·33	0·52	0 56	2·26	1·83
North Western		0·42	0·56	0·83	0·68	4·88	5·85
Oudh and Rohilkhand		0·15	0·28	0·40	0 43	2·88	2·89
South Indian		0·32	0·32	0·71	0·87	3·72	3·51
3′ 3⅜″ Gauge.							
Assam-Bengal		0·28	0·24	0·23	0·21	2·29	1·99
Bengal and North-Western		0·22	0·25	0·23	0·34	1·41	1·48
Bhavnagar State		0·27	0·29	0·31	0·36	0·76	1·06
Bombay, Baroda and Central India		0·38	0·39	0·47	0·59	3·55	3 63
Burma		0·31	0·28	0·17	0·19	1·51	1·70
Eastern Bengal		0·23	0·19	0·18	0·44	2·01	1·67
Gondal		0·49	0·60	0·61	0·71	1·58	2·32
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		0·44	0·39	0·38	0·47	2·09	1·83
Jamnagar		0·05	0·04	0·56	0·53	5·88	1·94
Jodhpur-Bikaner		0·73	0·84	0·70	0·40	2·98	3·62
Junagad State		0·31	0·37	0·47	0·52	1·09	1·85
Madras and Southern Mahratta		0·44	0·40	0·24	0·26	2·32	1·93
Nilgiri		0·45	0·42	2·47	2·75	18·92	10·27
Rohilkund and Kumaon		0·27	0·27	0·31	0·33	3·42	3·48
Shoranur-Cochin		...	...	Included with the South Indian			
South Indian		0·27	0 29	0·50	0·54	4·02	4·57
Udaipur-Chitorgarh		0·46	0·64	0·71	0·73	2·47	4·02
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chindwara Extensions ...		0·33	0·38	0·33	0·31	2·80	3 38
Jacobabad-Kashmor		...	...	Included with the North Western			
Kalka-Simla		0·39	...	0·70	0·66	5·11	6·59
Kohat-Thal and Nowshera-Durgai		0·45	0·03 0·53	0·93	0 51	3·26	6·20
Morappur-Hosur		0 64	0·68	0·43	0·47	2·22	3·10
Purulia-Ranchi		0·62	0·50	0·39	0·45	2·32	1·53
Raipur-Dhamtari		0·50	0·48	0·46	0·48	2·64	2·47
Tirupattur-Krishnigri		1·87	2·07	0·34	0·38	2·99	3·17
Trans Indus (Kalabagh-Bannu)		0·28	0 46	1·02	0 85	6·17	3·26
2′ 0″ Gauge.							
Bar-Bilara Light		0·35	0·38	0·35	0·28	4·03	5·77

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

143-A *b.*	143-B *b.*	143-C *b.*	144 *b.*	145 *b.*	138 *c.*	139 *c.*

LOCOMOTIVE EXPENSES—*contd.*

MILE—*concld.*										PER 1,000 GROSS TON-MILES.			
Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		General Superintendence (including office expenses).		Running expenses.	
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0·50	0·46	...	...	1·70	1·82	11·09	11·84	0·10	0·12	0·37	0·47
...	...	0·28	0·26	...	...	0·81	1·29	19·10	20·24	0·11	0·11	0·50	0·54
...	...	0·52	0 54	...	...	0·21	0·25	10·90	9·33	0·13	0·14	0·39	0·37
...	3·13	0·25	0·21	...	...	1·11	1·07	8·38	7·97	0·10	0·10	0·28	0·28
3·69	1·25	0·39	0·47	...	...	3·16	2·99	20·52	20·00	0·14	0·15	0·52	0·57
1·12	—0·37	0·72	0·89	...	...	2·53	1·82	17·24	18·32	0·13	0·13	0·32	0·33
...	...	0·05	0·11	...	...	0·83	0·96	9·93	9·88	0·14	0·18	0·32	0·33
...	...	0·45	0·59	...	...	2·23	2 53	18·77	22·39	0·12	0·13	0 47	0·50
...	...	0·48	0·51	...	...	1·71	1·35	12·64	12·88	·14	0·14	0 30	0·36
...	...	0·33	0·33	...	...	0·90	0 57	19·33	21·65	0·16	0·17	0·57	0·61
...	...	0·27	0·22	...	...	0·39	0·38	9·58	9·23	0·27	0·27	0·50	0·44
...	...	0·07	0·09	...	...	0·98	0·74	6·52	6·76	0·10	0·13	0·26	0·28
...	...	0·19	0·22	...	...	0·59	0·24	8·54	9·54	0·23	0·22	0·38	0·41
...	...	0·61	0·31	...	...	0·68	0·76	13·63	13·92	0·26	0·27	0·60	0·62
0·41	0·78	0·14	0·14	...	...	0·74	0·79	13·35	13·68	0·24	0·23	0·69	0·65
...	...	0·49	0·29	...	...	1·89	1·80	9·78	9·58	0·22	0·24	0·52	0·54
...	...	0·15	0·18	...	...	0·28	0·72	11·57	12·61	0·19	0·17	0·37	0·50
...	...	0·06	0·11	...	...	2·07	1·92	10·43	10·10	0·28	0·29	0·54	0·52
...	...	0·25	0·01	...	...	...	...	15·73	11·46	0·45	0·43	0·39	0·35
...	...	0·18	0·23	...	...	0·37	0·59	11·27	12·02	0·14	0·18	0·30	0·33
...	...	0·15	0·23	...	...	0·09	0·12	9·59	12·36	0·22	0·28	0·53	0·62
...	...	0·39	0·41	...	...	1·59	1·46	11·64	11·82	0·19	0·22	0·64	0·67
...	...	0·41	0·26	...	...	4·54	5·18	57·68	49·84	1·13	1·21	8·41	9·50
railway,	...	0·27	0·35	...	...	0 40	0·43	9·96	10·86	0·25	0·29	0·27	0·31
	3 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...	...
1·11	1·15	0·28	0·32	...	...	0·86	1·02	15·84	15·04	0·19	0·21	0·72	0·80
...	...	0·41	0·83	...	...	0·01	...	11·63	14·82	0·32	0·40	0·22	0·28
...	...	0 02	0·03	...	...	1·94	1·62	9·36	10·15	0·25	0·32	0·60	0·72
railway,	5′ 6″	gauge.	...	...	...	...	...	...	...	...	...	...	...
...	...	0·24	0·31	...	...	0·61	0·40	15·61	18·08	0·77	0·89	2·71	3·51
...	...	0·47	0·09	...	...	2·26	1·76	13·02	16·11	0·34	0·39	2·30	2·56
...	...	0·11	0·06	...	...	0·24	0·23	13·51	12·64	0·33	0·61	0·87	1·20
...	...	0·02	0·02	...	...	0·54	0·96	7·50	8·01	0·26	0·43	0·81	1·06
...	...	0·02	0·01	...	...	0·59	0·89	6·30	7·74	0·33	0·48	0·78	0·94
...	...	0·03	0·09	...	...	0·09	0·07	13·82	14·59	0·39	0·47	1·25	1·49
...	...	*0·16*	0·18	...	...	2·87	2·66	18·02	16·97	0·16	0·16	1·55	1·37
...	...	...	...	...	...	0·14	—0·15	8·06	9·55	...	...	1·72	2·04

* Excludes expenditure attributab'e to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	139 Ac.		140c.		141c.	
		TABLE B.—					
		PER 1,000 GROSS					
		All charges connected with the working of Rail Motors. Rs.		Fuel (average cost). Rs.		Water. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		...	...	0·28	0·30	0·03	0·03
Bombay, Baroda and Central India		...	...	1·37	1·28	0·10	0·09
Eastern Bengal		...	...	0·70	0·76	0·05	0·05
East Indian		...	13·57	0·16	0·19	0·02	0·02
Great Indian Peninsula		10·27	8·55	1·13	1·13	0·05	0·05
Madras and Southern Mahratta		4·44	4·29	0·96	1·15	0·06	0·06
Nizam's Guaranteed State		...	...	0·60	0·57	0·06	0·06
North Western		...	...	1·15	1·30	0·07	0·09
Oudh and Rohilkhand		...	...	0·66	0·72	0·02	0·05
South Indian		...	...	1·89	2·54	0·06	0·06
3′ 3⅜″ GAUGE.							
Assam-Bengal		...	...	1·06	1·13	0·09	0·07
Bengal and North-Western		...	...	0·67	0·70	0·06	0·07
Bhavnagar State		...	...	1·78	2·14	0·10	0·11
Bombay, Baroda and Central India		...	...	1·20	1·29	0·10	0·10
Burma		16·44	15·18	1·79	1·78	0·08	0·07
Eastern Bengal		...	...	0·63	0·71	0·06	0·06
Gondal		...	...	2·82	2·50	0·19	0·24
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		...	...	0·81	0·78	0·14	0·11
Jamnagar		...	...	2·77	2·86	0·02	0·02
Jodhpur-Bikaner		...	...	1·25	1·34	0·19	0·24
Junagad State		...	...	2·22	2·98	0·12	0·15
Madras and Southern Mahratta		...	...	1·26	1·43	0·13	0·13
Nilgiri		...	...	15·63	16·01	0·37	0·36
Rohilkund and Kumaon		...	...	1·16	1·24	0·09	0·08
Shoranur-Cochin		...	...	...	Included with the South		
South Indian		15·90	17·41	1·83	1·40	0·08	0·08
Udaipur-Chitorgarh		...	...	2·04	1·38	0·16	0·19
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·80	0·85	0·14	0·16
Jacobabad-Kashmor		...	...	Included with the North			
Kalka-Simla		...	...	3·98	4·28	0·34	—0·02
Kohat-Thal and Nowshera-Durgai		...	...	3·60	4·09	0·50	0·53
Morappur-Hosur		...	...	3·82	2·85	0·35	0·39
Purulia-Ranchi		...	...	0·64	0·68	0·29	0·24
Raipur-Dhamtari		...	...	0·74	0·76	0·35	0·30
Tirupattur-Krishnagiri		...	...	3·23	3·17	1·07	1·21
Trans Indus (Kalabagh-Bannu)		...	...	3·39	3·95	0·15	0·27
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	...	4·70	4·88	0·69	0·70

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*

LOCOMOTIVE EXPENSES—*concld.*

TON-MILES—*concld.*

Oil, tallow and other stores. Rs.		Maintenance and renewal of locomotives. Rs.		Maintenance and renewal of motor cars. Rs.		Maintenance and renewal of machinery, tools and plant. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Locomotive expenses. * Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·06	0·07	0·48	0·51	...	...	0·08	0·07	...	...	0·25	0·28	1·65	1·85
0·17	0·16	0·66	0·63	...	...	0·05	0·04	...	...	0·13	0·18	3·09	3·03
0·04	0·07	0·57	0·39	...	...	0·14	0·11	...	...	0·04	0·05	2·03	1·94
0·13	0·11	0·30	0·25	...	5·65	0·04	0·03	...	...	0·15	0·16	1·18	1·14
0·11	0·11	0·74	0·70	5·02	1·65	0·06	0·08	...	...	0·50	0·49	3·25	3·28
0·04	0·04	0·59	0·74	0·75	—0·25	0·11	0·13	...	...	0·39	0·28	2·60	2·86
0·09	0·10	0·40	0·33	...	...	0·01	0·02	...	...	0·15	0·17	1·77	1·76
0·15	0·10	0·84	0·89	...	...	0·08	0·09	...	...	0·39	0·39	3·27	3·49
0·06	0·07	0·45	0·48	...	...	0·08	0·08	...	...	0·27	0·22	1·99	2·12
0·14	0·18	0·73	0·73	...	...	0·06	0·07	...	...	0·18	0·12	3·79	4·48
0·07	0·06	0·69	0·60	...	...	0·08	0·06	...	...	0·12	0·13	2·88	2·75
0·07	0·10	0·40	0·42	...	...	0·02	0·02	...	...	0·27	0·21	1·85	1·93
0·12	0·14	0·28	0·40	...	...	0·07	0·08	...	...	0·22	0·09	3·18	3·59
0·12	0·16	0·91	0·95	...	...	0·16	0·08	...	...	0·18	0·19	3·53	3·66
0·05	0·05	0·39	0·42	0·59	1·11	0·03	0·04	...	...	0·19	0·20	3·46	3·44
0·05	0·13	0·55	0·48	...	...	0·13	0·08	...	...	0·51	0·52	2·67	2·76
0·24	0·28	0·63	0·91	...	...	0·06	0·07	...	...	0·11	0·28	4·61	4·95
0·12	0·14	0·65	0·54	...	...	0·02	0·03	...	...	0·65	0·56	3·21	2·97
0·22	0·22	2·36	0·79	...	...	0·10	...	...	...	...	...	6·31	4·67
0·19	0·11	0·79	1·05	...	...	0·05	0·07	...	...	0·09	0·17	3·00	3·49
0·19	0·22	0·42	0·77	...	...	0·06	0·10	...	...	0·04	0·05	3·80	5·17
0·08	0·08	0·73	0·61	...	...	0·12	0·13	...	...	0·50	0·46	3·65	3·73
2·01	2·37	15·41	8·86	...	...	0·33	0·23	...	...	3·70	4·47	46·99	43·01
0·10	0·10	1·08	1·06	...	...	0·08	0·11	...	...	0·12	0·13	3·15	3·33
Indian Railway, 3′ 3⅜″ gauge				...	...	...	...	...	...	...	...	...	...
0·14	0·16	1·12	1·33	4·16	3·85	0·08	0·10	...	...	0·24	0·29	4·40	4·37
0·24	0·22	0·84	1·19	...	...	0·14	0·24	...	...	...	...	3·96	3·90
0·14	0·13	1·17	1·45	...	...	0·01	0·01	...	...	0·81	0·70	3·92	4·34
Western Railway, 5′ 6″ gauge				...	...	...	...	...	...	...	...	...	...
0·61	0·57	4·46	5·63	...	...	0·21	0·27	...	...	0·56	0·34	13·64	15·47
1·04	0·51	3·64	6·22	...	...	0·52	0·10	...	...	2·51	1 77	14·45	16·17
0·23	0·26	1·24	1·79	...	...	0·06	0·04	...	...	0·14	0·18	7·54	7·27
0·18	0·21	1·09	0·72	...	...	0·01	0·01	...	...	0·25	0·45	3·53	3·77
0·32	0·31	1·40	1·58	...	...	0·01	...	...	...	0·41	0·57	4·84	4·94
0·20	0·22	1·71	1·85	...	...	0·02	0·06	...	...	0·05	0·04	7·92	8·51
0·66	0·49	4·01	1·86	...	...	—0·10	0·10	...	...	1·86	1·53	11·68	9 73
0·72	0·59	8·06	12·04	...	...	...	...	...	...	0·27	—0·39	16·16	19·95

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	146 *d*.		147 *a*.		148 *a*.	
		TABLE C.—CARRIAGE AND					
		PER TOTAL					
		General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·29	0·32	3·11	2·50	5·34	6·31
Bombay, Baroda and Central India		0·32	0·33	2·96	2·35	2·58	2·86
Eastern Bengal		0·56	0·73	2·57	2·09	2·28	23·15
East Indian		0·23	0·23	1·08	1·12	1·79	4·28
Great Indian Peninsula		0·44	0·46	3·11	2·85	3·54	2·33
Madras and Southern Mahratta		0·41	0·53	3·51	4·05	3·22	4·32
Nizam's Guaranteed State		0·41	0·53	1·44	1·00	0·92	1·05
North Western		0·40	0·47	2·08	1·98	2·38	1·94
Oudh and Rohilkhand		0·55	0·53	2·61	2·66	2·20	5·81
South Indian		0·32	0·34	1·66	1·69	2·18	2·08
3′ 3¾″ Gauge.							
Assam-Bengal		0·69	0·51	5·28	1·48	1·86	1·88
Bengal and North-Western		0·16	0·20	1·05	0 98	3·01	2·93
Bhavnagar State		0·26	0·25	1·02	0·92	0·77	0·93
Bombay, Baroda and Central India		0·51	0·46	1·79	1·77	6·30	0·55
Burma		0·44	0·43	1·05	1·33	1·83	1·76
Eastern Bengal		0·55	0·40	1·87	3·19	1·40	1·37
Gondal		0·19	0·17	1·25	1·55	0·55	0·74
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal		0·47	0·50	1·47	0·96	0·75	1·05
Jamnagar		0·44	0·43	4·55	3·19	0 80	0·30
Jodhpur-Bikaner		0·23	0·25	1·61	1·39	1·74	1·44
Junagad State		0·21	0·26	0·94	1·40	0·46	0·44
Madras and Southern Mahratta		0·22	0·31	1·41	1·18	1·04	1·27
Nilgiri		0·57	0·59	1·94	1·58	1·19	1·08
Rohilkund and Kumaon		0·41	0·56	1·86	1·08	1·82	1·29
Shoranur-Cochin		...	...	...	Included with		the
South Indian		0·27	0·26	2·09	2·60	1·83	2·84
Udaipur-Chitorgarh		0·26	0·35	2·03	2·22	0·08	0·10
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur		0·20	0·27	2·02	2·24	2·29	1·88
Chhindwara Extensions							
Jacobabad-Kashmor		...	...	Included	with the	North	Western
Kalka-Simla		0·51	0·45	2·85	4·34	1·85	3·73
Kohat-Thal and Nowshera-Durgai		0·07	0·06	1·45	1·21	2·14	—0·39
Morappur-Hosur		0·49	0·35	0·52	0 68	0·23	0·15
Purulia-Ranchi		0·40	0·62	1·45	2·01	1·29	0·59
Raipur-Dhamtari		0·42	0·62	0·72	0·93	0·47	1·20
Tirupattur-Krishnagiri		0·23	0·27	0·14	0·21	0·45	0·58
Trans Indus (Kalabagh-Bannu)		0·11	0 14	3·16	0·84	2·28	0·91
2′ 0″ Gauge.							
Pipar-Bilara Light		...	...	2·57	0·19	0·42	0·40

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

148A*a*.	149*a*.	149A*a*.	150*a*.	151*a*.	146*b*.	147*b*.

WAGON EXPENSES.

TRAIN MILE.										PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.			
Repairs and renewals of machinery, tools and plant. Annas.		Cleaning and oiling. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Carriage and Wagon expenses. Annas.		General superintendence (including office expenses). Rs.		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.
0·19	0·16	1·27	1·26	...	...	0·02	—0·02	10·22	10·83	0·69	0·80	40·59	35·60
0·21	0·20	0·78	0·85	...	...	0·02	0·03	6·87	6·62	0·74	0 79	20·62	15·46
0·60	0·46	0·60	1·15	...	...	0·20	0·10	6·91	27·68	1·03	1·43	16·05	13·74
0·10	0·15	0·95	0·83	...	...	0 03	0·06	4·18	6·67	0·42	0·45	19·85	11·23
0·25	0·27	0·86	0·94	...	...	0·06	0·04	8·26	6·89	1·50	1·58	28·87	25·16
0·11	0·16	0·55	0·59	...	...	0·05	—0·08	7·35	9·57	1·16	1·47	28·96	31·20
0·02	0·05	0·40	0·54	...	...	0·26	0·29	3·45	3·46	1·25	1·47	18·06	11·41
0·16	0·16	1·05	0·98	...	...	0·07	0·19	6·14	5·72	1·19	1·29	19·94	14·73
0·19	0·23	0·74	0·80	...	...	0·02	...	6·31	10·03	1·22	1·17	19·94	19·23
0·13	0·13	1·34	1·50	...	...	0·04	—0·08	5·67	5·66	1·18	1·30	12·88	12·51
0·03	0·02	0·52	0·48	...	...	0·01	0·01	8·39	4·38	1·26	1·35	29·41	8·92
0·05	0·06	0·39	0·42	...	...	0·02	0·01	4·68	4·60	0·38	0·41	5·01	4·45
0·12	0·14	0·36	0·47	...	...	0·01	0·02	2·54	2·73	0·91	0·80	3·07	5·07
0·16	0·11	0·46	0·58	...	...	—0·01	—0·02	9·21	3·45	1·04	1·01	11·52	10·95
0·09	0·10	0·35	0·33	...	...	0·05	—0·09	3·81	3·86	0·95	0 96	2·32	2·95
0·05	0·06	0·61	0·69	...	...	0 02	0·01	4·50	5·72	1·32	0 98	9·58	16·72
0·09	0·06	0·36	0·45	...	...	0·02	0·07	2·46	3·04	0·73	0·60	7·96	8·92
0·01	0·05	0·31	0·31	...	...	0·21	0·22	3·22	3·09	1·62	1·59	11·85	7·64
0·06	0 02	0 56	0·57	...	...	...	...	6·11	4·51	2·22	1·88	21·76	17·83
0·17	0·18	0·37	0·36	...	...	—0·19	0·04	3·93	3·66	0·84	0·84	12·31	9·18
...	...	0·55	0·61	...	...	...	0·98	2·16	3·69	0·69	0·93	5·87	4·40
0·09	0·08	0·25	0·26	...	...	0·01	—0·04	3·02	3·06	0·65	0·86	11·10	9·04
0·17	0·11	2·45	2·70	...	...	0·15	0·10	6·47	6·16	5·11	5·33	26·28	21·80
0·09	0·11	0·54	0·64	...	...	0·04	—0·02	4·76	3·66	0·98	1·28	11·49	6·45
South Indian Railway, 3′ 3½″ gauge.													
0·10	0·12	0·84	0·81	...	...	0·16	0·39	5·29	7·62	0·72	0·71	12·35	15·59
0·04	0·02	0·62	0·74	...	...	...	...	3·03	3·43	0·72	0·89	7·79	7·23
0·01	0·05	0·64	0·59	...	...	0·05	0·02	5·21	5·05	0·49	0·68	10·41	11·29
Railway, 5′ 6″ gauge.													
...	0·03	0·89	0·97	...	...	0·04	0 02	6·14	9·54	3·38	3·18	32·90	55·26
0·01	0·21	1·27	1·27	...	...	0·12	0 16	5·06	2·52	0·34	0 34	23·25	11 35
0·04	0·02	0·74	0·74	...	...	0·02	0·02	2·04	1·26	1·82	1·31	2·56	3 35
0·01	0·04	0·68	0·92	...	...	0·04	0·13	3·87	4·31	1·07	1 60	5·92	7·36
0·03	...	—0·21	0·38	...	...	...	0·04	1·43	3·17	1·27	1·99	5·62	6·83
0·01	0·04	0·72	0·73	...	...	0·25	0·14	1·80	1·97	0·87	1·05	0·72	1·04
...	...	0·71	0·76	...	...	0·94	0·13	7·20	2·73	0·52	0·47	38·35	11·16
...	...	0·17	0·15	...	...	0·01	...	3·17	0·74	...	...	26·71	1·66

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	148b.	148-A.b.	149b.
		TABLE C.—CARRIAGE AND		
		PER 1,000		
		Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.	Repairs and renewals of machinery, tools and plant. Rs.	Cleaning and oiling. Rs.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5' 6" GAUGE.				
Bengal-Nagpur		13·44 / 19·51	0·45 / 0·39	3·01 / 3·13
Bombay, Baroda and Central India		8·80 / 16·33	0·48 / 0·45	1·77 / 2·00
Eastern Bengal		5·91 / 24·48	1·10 / 0·89	1·11 / 2·24
East Indian		3·99 / 10·32	0·19 / 0·28	1·72 / 1·62
Great Indian Peninsula		19·31 / 13·38	0·87 / 0·92	2·94 / 3·22
Madras and Southern Mahratta		13·50 / 18·82	0·31 / 0·43	1·51 / 1·64
Nizam's Guaranteed State		3·64 / 3·87	0·05 / 0·15	1·21 / 1·50
North Western		10·17 / 8 69	0·48 / 0·43	3·10 / 2·76
Oudh and Rohilkhand		6·81 / 18·89	0·41 / 0·51	1·64 / 1·76
South Indian		15·12 / 15·88	0·46 / 0·48	4·92 / 5·63
3' 3⅜" GAUGE.				
Assam-Bengal		9·70 / 9·05	0·08 / 0·04	1·40 / 1·28
Bengal and North-Western		6·81 / 10·45	0·10 / 0·12	0·81 / 0·83
Bhavnagar State		6·64 / 7·43	0·42 / 0·45	1·29 / 1·53
Bombay, Baroda and Central India		18·96 / 1 88	0·32 / 0·25	0·95 / 1·27
Burma		4·04 / 3 90	0·21 / 0·22	0·77 / 0·73
Eastern Bengal		6·25 / 6·19	0·13 / 0·14	1·45 / 1·68
Gondal		5·16 / 6·55	0·33 / 0·23	1 35 / 1·56
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		4·16 / 5·51	0 05 / 0·15	1·06 / 0·97
Jamnagar		14·79 / 6·23	0·33 / 0·10	2·85 / 2·49
Jodhpur-Bikaner		12·17 / 10·37	0·62 / 0·63	1·38 / 1·23
Junagad State		3·00 / 1·37	... / ...	1·74 / 1·91
Madras and Southern Mahratta		4·64 / 5·65	0·27 / 0·21	0·72 / 0·74
Nilgiri		28·09 / 28·63	1·49 / 1·01	22·10 / 24·58
Rohilkund and Kumaon		7·09 / 4·51	0·22 / 0·26	1·30 / 1·41
Shoranur-Cochin		... / ...	Included	with the South
South Indian		8·84 / 14·17	0 28 / 0·33	2 22 / 2·20
Udaipur-Chitorgarh		0·81 / 0·71	0·10 / 0·22	1·74 / 5·52
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		10·60 / 9·69	0·02 / 0·13	1·57 / 1·50
Jacobabad-Kashmor		... / ...	Included	with the
Kalka-Simla		28·65 / 58·71	... / 0·19	5·90 / 6·84
Kohat-Thal and Nowshera-Durgai		19·27 / —4·42	0·06 / 1·05	7·35 / 6·49
Morappur-Hosur		3·25 / 2·14	0·15 / 0·08	2·74 / 2·75
Purulia-Ranchi		10 26 / 5·06	0·03 / 0·10	1·84 / 2·35
Raipur-Dhamtari		2·35 / 6·24	0·08 / ...	—0·64 / 1·16
Tirupattur-Krishnagiri		6·88 / 10·85	0·04 / 0·14	2·76 / 2·85
Trans Indus (Kalabagh-Bannu)		16·51 / 4·15	... / 0·01	3·16 / 2 58
2' 0" GAUGE.				
Pipar-Bilara Light		10·52 / 11·31	... / ...	1·27 / 0·97

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

149-A.*b*.	150*b*.	151*b*.	152*a*.	153*a*.	154*a*.	155*a*.
WAGON EXPENSES—*concld.*			TABLE D.—TRAFFIC EXPENSES.			
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*			PER TOTAL TRAIN-MILE.			
Electricity and repairs and renewals of electric plant.	Other charges (net).	Total Carriage and Wagon expenses.	General Superintendence (including office expenses).	Station staff.	Train staff.	Fuel, lighting, water and general stores.
Rs.	Rs.	Rs.	Annas.	Annas.	Annas.	Annas.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
... ...	0·06 —0·06	24·19 26·52	1·05 1·18	3·38 3·67	1·06 1·29	0·81 1·09
... ...	0·04 0·06	15·71 15·46	0·86 0·95	5·17 5·30	1·04 1·08	1·27 1·99
... ...	0·55 0·19	12·68 54·12	1·99 1·95	10·06 10·13	1·64 1·69	2·01 2·50
... ...	0·04 0·12	7·61 12·96	1·05 1·12	3·58 3·24	1·37 1·36	1·19 1·28
... ...	0·19 0·13	28·35 23·63	0·80 0·80	3·78 3·91	1·69 1·75	1·55 1·38
... ...	0·12 —0·22	21·81 26·61	0·82 0·88	2·68 2·89	0·91 0·97	0·63 0·89
... ...	0·78 0·83	10·37 9·68	1·09 1·13	2·45 3·02	0·93 1·05	0·62 0·81
... ...	0·20 0·55	18·16 15·98	1·11 1·24	5·37 6·31	1·31 5·67	1·99 1·99
... ...	0·04 0·02	13·90 22·13	1·58 1·60	4·84 5·37	1·29 1·53	1·57 1·94
... ...	0·13 —0·29	20·76 21·30	0·95 0·94	2·93 3·30	1·02 1·04	0·59 1·00
... ...	0·04 0·01	22·64 11·70	1·46 1·46	4·63 4·14	0·92 0·83	1·21 1·24
... ...	0·03 0·02	9·60 9·21	0·73 0·76	2·69 2·89	0·59 0·66	0·70 0·94
... ...	0·02 0·07	8·94 8·88	0·85 1·03	3·58 3·99	0·65 0·71	1·15 1·39
... ...	—0·01 —0·05	18·89 7·57	0·72 0·71	3·45 3·27	0·73 0·70	1·13 1·10
... ...	0·13 —0·21	8·42 8·55	1·05 1·13	3·00 3·14	1·00 1·03	0·66 0·76
... ...	0·05 0·03	10·72 13·87	1·67 1·67	5·30 5·57	1·40 1·36	1·07 1·51
... ...	0·07 0·26	9·31 10·63	0·53 0·52	1·92 2·27	0·34 0·47	1·06 1·97
... ...	0·72 0·70	11·14 9·76	1·13 1·17	2·85 2·44	1·09 1·20	0·66 0·63
... ...	... ...	32·53 19·85	1·44 1·32	1·96 1·83	0·57 0·55	0·75 0·52
... ...	—0·72 0·15	14·36 12·60	0·79 0·95	2·30 2·34	0·41 0·46	1·37 1·08
... ...	... 3·06	6·88 11·57	0·84 1·02	3·17 3·32	0·55 0·65	0·50 0·61
... ...	0·02 —0·12	8·62 8·60	0·65 0·70	1·89 2·00	0·72 0·80	0·18 0·59
... ...	1·33 0·93	58·23 55·99	1·40 1·45	7·01 7·76	2·40 2·91	0·28 0·67
... ...	0·09 —0·02	11·38 8·10	0·93 1·21	2·60 3·51	0·49 0·63	1·02 1·14
Indian Railway, 3′ 3⅜″ gauge						
... ...	0·41 12·69	14·04 20·76	0·86 0·99	3·00 3·25	0·91 0·96	0·84 1·29
... ...	... ...	11·16 14·48	0·75 1·19	2·00 2·95	0·30 0·44	0·44 0·95
... ...	0·12 0·06	12·71 12·87	0·78 0·96	2·68 2·98	0·73 0·91	0·67 0·57
North Western Railway, 5′ 6″ gauge						
... ...	0·32 0·15	40·72 4·15	1·65 2·17	4·41 6·00	1·33 1·81	1·42 0·67
... ...	0·71 12·89	29·25 12·89	0·26 0·19	2·43 3·44	0·47 0·81	0·32 0·31
... ...	0·06 0·06	7·51 7·24	1·22 1·18	1·99 2·09	0·68 0·70	0·12 0·23
... ...	0·11 0·34	10·41 11·06	0·34 0·35	2·39 2·81	0·37 0·60	0·35 0·37
... ...	... 0·13	4·31 9·67	0·27 0·36	2·31 2·57	1·37 1·62	0·04 0·02
... ...	0·08 0·55	6·92 7·65	1·33 1·36	2·43 2·55	0·52 0·59	0·12 0·36
... ...	4·23 0·45	32·67 9·45	0·88 1·18	4·78 5·13	0·72 1·13	0·24 0·78
... ...	0·04 0·02	23·30 4·99	... ...	1·86 2·02	0·20 0·32	—0·01 0·03

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	156*a*.		157*a*.		158*a*.	
		TABLE D.—					
		PER TOTAL TRAIN-MILE					
		Clothing. Annas.		Printing, stationery and tickets. Annas.		Charges for delivery and collection of goods, etc. Annas.	
		1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half
5′ 6″ GAUGE.							
Bengal-Nagpur		0·20	0·17	0·13	0·31	0·02	0·02
Bombay, Baroda and Central India		0·12	0·34	0·69	0·84	...	...
Eastern Bengal		0·30	0·40	0·73	0·65	0·02	0·01
East Indian		0·21	0·16	0·38	0·35	0·03	0·03
Great Indian Peninsula		0·13	0·21	0·32	0·37	...	0·01
Madras and Southern Mahratta		0·11	0·16	0·47	0·50	0·04	0·04
Nizam's Guaranteed State		0·26	0·20	0·37	0·46	0·02	0·01
North Western		0·51	0·53	0·31	0·45	0·01	0·01
Oudh and Rohilkhand		0·33	0·36	0·47	0·43	...	...
South Indian		0·11	0·02	0·31	0·82	...	...
3′ 3⅜″ GAUGE.							
Assam-Bengal		...	0·14	0·40	0·34	...	...
Bengal and North-Western		0·09	0·09	0·52	0·53	...	...
Bhavnagar State		0·19	0·06	1·30	1·69	...	...
Bombay, Baroda and Central India		0·11	0·21	0·56	0·64	...	...
Burma		0·12	0·13	0·58	0·55	...	...
Eastern Bengal		0·26	0·19	0·52	0·53	...	...
Gondal		...	0·14	0·78	0·99	...	...
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad Gadwal.		0·18	0·08	0·47	0·47	0·10	0·01
Jamnagar		0·01	0·09	0·90	1·02	...	...
Jodhpur-Bikaner		0·09	0·11	0·53	0·45	...	...
Junagad State		0·27	0·02	1·09	1·60	...	...
Madras and Southern Mahratta		0·20	0·11	0·46	0·47	...	...
Nilgiri		0·22	0·06	0·29	1·00	...	...
Rohilkund and Kumaon		0·04	0·14	0·61	0·73	...	...
Shoranur-Cochin		...	...	...	...	Included	
South Indian		0·08	0·07	0·42	1·00	...	...
Udaipur-Chitorgarh		0·16	0·05	0·89	0·65	...	...
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·10	0·12	0·06	0·03	...	...
Jacobabad-Kashmor		...	...	Included with the North			
Kalka-Simla		0·72	0·06	0·20	0·24	0·36	0·53
Kohat-Thal and Nowshera-Durgai		...	...	0·05	0·07	...	...
Morappur-Hosur		0·20	0·03	0·20	0·45	...	...
Purulia-Ranchi		...	...	0·06	0·07	...	...
Raipur-Dhamtari		...	...	0·11	0·07	...	...
Tirupattur-Krishnagiri		0·19	0·04	0·26	0·54	...	...
Trans Indus (Kalabagh-Banpu)		0·22	0·47	0·08	0·14	...	...
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	...	0·23	0·22	...	...

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

159 *a.*	160 *a.*	161 *a.*	162 *a.*	152 *b.*	153 *b.*	154 *b.*

TRAFFIC EXPENSES—*contd.*

—*concld.*								PER CENT. OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).					
Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total traffic expenses.		General superintendence (inc uding office expenses).		Station staff.		Train staff.	
Annas.		Annas.		Annas.		Annas.		Per cent.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·01	0·01	0·45	0·70	...	...	7·11	8·44	1·17	1·31	3·78	4·06	1·19	1·42
...	0·01	0·02	0·02	—0·02	—0·03	9·15	10·48	0·80	0·80	4·33	4·45	0·97	0·91
...	0·01	...	...	0·04	0·03	16 79	17·37	2·14	2·06	10·81	10·67	1·77	1·78
0·04	0·03	0·12	0·25	—0·03	—0·01	7 94	7·81	1·20	1·39	4·41	4·01	1·70	1·68
0·01	0·01	0·02	—0·04	0·01	0·01	8 31	8·11	0·90	0·83	4·25	4·04	1·90	1·81
0·02	0·04	...	0·01	—0 07	—0·05	5·61	6·33	0·78	0·84	2·52	2·75	0·85	0·92
0·01	0·01	0·38	0·47	...	0·01	6·12	7·17	1·12	1·10	2·54	2·93	0·96	1·02
—0·01	0·02	0·01	0·42	0·06	0·23	10·67	12·87	1·26	1·14	6·06	5·79	1·48	1·53
0 01	0·11	0·52	0·70	0·01	0·01	10·62	12·05	1·71	1·77	5·23	5·94	1·40	1·69
0·02	0·03	0·20	0·45	—0·10	—0·11	6·03	7·31	1·00	1·08	3·10	3·48	1·08	1·20
...	...	0·12	0·09	0·01	0·01	3·75	3·25	2·15	2·06	6·84	5·34	1·36	1·17
0·05	0·06	0·27	0·27	0·09	0·14	5·73	6·34	1·06	1·09	3·91	4·15	0·85	0·91
0·02	0·01	0·26	0·36	0·01	0·01	8·01	9·30	1·02	1·28	4·29	4·72	0·78	0·83
0·01	0·02	0·42	0·31	0·04	0·01	7·17	6·97	0·94	0·93	4·52	4·27	0·95	0·91
0·14	0·09	...	...	0·04	0·05	6·59	6·88	1·89	1·33	3·95	3·69	1·33	1·21
0·02	0·01	0·05	0·05	0·06	0·05	10·35	10·94	2·33	2·02	7·40	6·73	1·96	1·64
0·05	0·06	0·15	0·38	0·01	0·01	4·84	6·81	0·77	0·69	2·82	3·00	0·50	0·62
0·01	0·01	0·42	0·99	0·02	...	6·93	7·00	1·50	1·41	3·76	2·94	1·45	1·44
...	0·01	0·74	0·53	...	...	6·37	5·87	1·50	1·46	2·05	2·02	0·60	0·61
0·01	...	0·35	0·42	—0·12	0·06	5·73	5·87	1·14	1·37	3·32	3·36	0 59	0·66
0·01	0·06	0·72	...	0·01	0·02	7·16	7·30	1·16	1·20	4·39	3·92	0·75	0·76
0·02	0·02	0·11	0·12	—0·01	...	4·52	4·81	1·02	1·15	2·96	3·30	1·14	1·33
0·09	0·09	...	...	...	0·01	11·72	13·95	1·00	1·30	4·99	6·95	1·70	2·60
0·02	0·02	0·36	0·27	...	...	6·07	7·65	1·38	1·65	3·91	4·78	0·74	0·86
with the	South	Indian	Railway,	3′ 3⅜″	gauge	....	...	...	...	...	...	...	...
0·02	0·02	0·05	0·05	0·03	0·04	6·21	7·58	1·00	1·16	3·50	4·19	1·07	1·24
0·03	0·05	0·30	0·47	...	...	4·87	6·67	0·99	1·04	2·65	2·56	0·41	0·33
0·02	0·02	0·03	0·03	...	0·01	5·07	5·63	1·80	2·07	6·13	6·39	1·67	1·95
Western	Railway	5′ 6″ gauge		...	...	...	...	...	...	...	...	...	...
...	...	...	1·16	0·01	0·02	10·10	12·66	1·70	2·31	4·52	6·37	1·37	1·92
...	...	...	...	0·01	0 04	3·54	4·86	1·02	0·72	9·57	12·78	1·83	3 00
...	0·01	...	...	...	...	4·41	4·62	4·00	4·06	6·51	6·93	2·22	2·39
0·03	0·03	...	...	...	...	3·54	4·23	0·59	0·61	4·22	4·84	0·65	1·03
0·05	0·05	...	...	...	...	4·15	4·69	0·57	0·59	4·77	4·24	2·81	2·63
...	0·01	...	...	...	...	4·85	5·45	3·79	4·03	6·24	7·56	1·49	1·74
—0 02	...	...	...	0·01	0·07	7·61	8·90	3·85	4·07	20·73	17·72	3·15	3·89
...	...	0·24	0·24	...	...	2·52	2·83	...	...	7·09	7·74	0·77	0·23

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	155b.		156.		157b.	
		TABLE D.—					
		PER CENT. OF TRAFFIC					
		Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		0·90	1·20	0·23	0·19	0·15	0·34
Bombay, Baroda and Central India		1·19	1·67	0·12	0·29	0·61	0·69
Eastern Bengal		2·16	2·63	0·32	0·42	0·78	0·68
East Indian		1·47	1·58	0·26	0·20	0·48	0·43
Great Indian Peninsula		1·73	1·43	0·14	0·22	0·36	0·39
Madras and Southern Mahratta		0·59	0·85	0·10	0·15	0·44	0·48
Nizam's Guaranteed State		0·64	0·79	0·27	0·19	0·39	0·45
North Western		2·25	1·82	0·57	0·48	0·34	0 42
Oudh and Rohilkhand		1·70	2·14	0 35	0·40	0·51	0·47
South Indian		0·63	1·25	0·12	0·02	0·33	0·35
3′ 3⅜″ GAUGE.							
Assam-Bengal		1·79	1·74	0·01	0·20	0·59	0·48
Bengal and North-Western		1·02	1·35	0·13	0·13	0·75	0·76
Bhavnagar State		1·39	1·64	0·22	0·08	1·56	2·00
Bombay, Baroda and Central India		1·48	1·44	0·15	0·27	0·74	0·84
Burma		0·87	0·90	0·16	0·15	0·76	0·64
Eastern Bengal		1·50	1·83	0·36	0·23	0·73	0·64
Gondal		1·56	2·60	...	0·19	1·14	1·31
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal		0·87	0·78	0·24	0·10	0·63	0·56
Jamnagar		0·79	0·57	0·01	0·10	0·94	1·12
Jodhpur Bikaner		1·99	1 55	0·13	0·15	0·77	0·64
Junagad State		0·69	0·72	0 37	0·03	1·51	1·89
Madras and Southern Mahratta		0 76	0·97	0·37	0·12	0·73	0·78
Nilgiri		0·20	0·60	0 15	0·06	0·20	0·89
Rohilkund and Kumaon		1·54	1·51	0·06	0·21	0 92	1·00
Shoranur-Cochin		...	...	...	Included with the South		
South Indian		0·98	1 67	0·09	0·09	0·49	1·29
Udaipur-Chitorgarh		0·58	0·83	0 22	0·04	1·18	0·57
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		1·54	1·22	0·23	0·26	0·15	0·06
Jacobabad-Kashmor		...	...	Included with the North			
Kalka-Simla		1·46	0·71	0·73	0·06	0·21	0·25
Kohat-Thal and Nowshera-Durgai		1·27	1·14	...	...	0·19	0·25
Morappur-Hosur		0·40	0·79	0·64	0·12	0·67	1·54
Puralia-Ranchi		0·63	0·64	...	...	0·11	0·12
Raipur-Dhamtari		0·09	0·03	...	...	0·23	0·12
Tirupattur-Krishnagiri		0·33	1·05	0·53	0·11	0·73	1·60
Trans Indus (Kalabagh Bannu)		4·14	2·69	0·99	1·63	0·39	0·47
2′ 0″ GAUGE.							
Pipar-Bilara Light		—0·02	0·10	...	...	0·86	0·85

DIX 13—*contd.*

— during each half of the financial year 1919-20.

prepare these s tatistics.]

158*b*.	159*b*.	160*b*.	161*b*.	162*b*.		163*a*.
TRAFFIC EXPENSES.—*concld.*						TABLE E.—GENERAL CHARGES.
EARNINGS (*Abstracts H. and I. of Revenue Accounts*)—*concld.*						PER TOTAL TRAIN-MILE.

Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General Superintendence per cent. on traffic earnings (including steam-boat).		Home expenditure.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·02	0·02	0·01	0·01	0·50	0·78	...	...	7·95	9·33	1·17	1·31	0·56	0·53
...	...	0·01	0·01	0·02	0·02	—0·02	—0·03	8·56	8·81	0·80	0·80	0·47	0·42
0·03	0·02	...	0·01	...	...	0·04	0·03	18·05	18·30	2·14	2·06	0·03	0·18
0·04	0·04	0·05	0·04	0·14	0·31	—0·04	—0·02	9·80	9·66	1·29	1·39	0·32	0·32
...	...	0·01	0·01	0·03	—0·04	0·01	0·01	9·33	8·70	0·90	0·83	0·31	0·30
0·04	0·04	0·02	0·04	...	0·02	—0·07	—0·05	5·27	6·04	0·78	0·84	0·54	0·58
0·02	0·01	0·01	0·01	0·39	0·46	0·01	0·01	6·35	5·97	1·12	1·10	0·47	0·53
0·01	0·01	—0·01	0·01	0·01	0·39	0·07	0·21	12·04	11·80	1·26	1·14	0·09	0·23
...	...	0·01	0·12	0·55	0·78	0·01	0·01	11·47	13·32	1·71	1·77	0·02	0·19
...	...	0·02	0·03	0·21	0·52	—0·10	—0·12	6·39	8·41	1·00	1·08	0·61	0·73
...	...	0·01	0·01	0·18	0·14	0·02	0·02	12·95	11·36	2·15	2·06	1·10	1·06
...	...	0·06	0·09	0·40	0·38	0·13	0·20	8·31	9·09	1·02	1·05	0·55	0·50
...	...	0·02	0·02	0·32	0·42	0·01	0·01	9·61	11·00	1·02	1·28	0·14	0·25
...	...	0·02	0·02	0·54	0·40	0·05	0·01	9·39	9·09	0·94	0·98	0·52	0·46
...	...	0·19	0·10	...	...	0·06	0·06	8·71	8·08	1·38	1·38	0·74	0·66
...	...	0·03	0·01	0·08	0·06	0·07	0·06	14·46	13·22	2·28	1·98	Included with the 5′ 6″ gauge.	
...	...	0·07	0·08	0·23	0·50	0·01	0·01	7·10	9·00	0·77	0·69	...	...
0·14	0·01	0·01	0·02	0·55	1·18	0·02	...	9·17	8·42	1·50	1·41	0·50	0·58
...	...	...	0·01	0·77	0·58	...	...	6·66	6·47	1·50	1·46	...	...
...	...	0·01	...	0·51	0·61	—0·18	0·08	8·28	8·42	1·14	1·37	...	...
...	...	0·02	0·07	0·99	...	0·02	0·03	9·90	8·62	1·16	1·20	...	...
...	...	0·02	0·03	0·17	0·20	—0·02	...	7·09	7·94	1·02	1·15	0·51	0·54
...	...	0·07	0·08	...	...	...	0·01	8·31	12·49	1·00	1·30	0·81	0·86
...	...	0·03	0·03	0·55	0·37	...	...	9·13	10·41	1·38	1·65	0·93	0·81
Indian Railway,		3′ 3⅜″	gauge	...	...	...	...	...	...	...	...	...	...
...	...	0·02	0·02	0·05	0·07	0·04	0·05	7·24	9·78	1·00	1·16	0·50	0·46
...	...	0·04	0·03	0·39	0·40	...	...	6·46	5·85	0·99	1·04	...	...
...	...	0·04	0·05	0·06	0·06	...	0·01	11·62	12·07	1·80	2·07	1·80	1·72
Western Railway, 5′ 6″		gauge		...	...	...	...	...	...	...	...	...	...
0·86	0·57	...	...	...	1·23	0·01	0·02	10·36	13·44	1·69	2·30	0·02	0·04
...	...	—0·01	0·01	...	...	0·04	0·16	13·91	18·06	1·02	0·73	0·01	0·03
...	...	0·01	0·03	...	...	0·01	0·01	14·46	15·87	4·00	4·06	0·18	0·22
...	...	0·04	0·05	...	...	...	...	6·24	7·29	0·59	0·61	1·71	1·79
...	...	0·09	0·08	...	...	...	...	8·56	7·74	0·57	0·59	3·18	3·02
...	...	0·01	0·03	...	...	0·01	0·01	13·86	16·13	3·79	4·03	0·20	0·26
...	...	—0·01	0·01	...	...	0·07	0·24	33·31	30·72	2·94	2·96	0·02	0·07
...	...	...	...	0·92	0·91	...	...	9·62	10·83	...	...	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial Number.	164a.	165a.		166a.	
		TABLE E—				
		PER TOTAL				
		Agent's Office salaries and expenses.	Audit accounts and pay office.		Stores Department.	
		Annas.	Annas.		Annas.	
		1st half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.						
Bengal-Nagpur		0·24	0·75	0·79	0·25	0·31
Bombay, Baroda and Central India.		0·26	0 98	1·06	0·45	0·48
Eastern Bengal		0·40	1·22	1·14	0·63	0·63
East Indian		0·15	0·48	0·49	0·20	0·18
Great Indian Peninsula		0·15	0·79	0·81	0·29	0·30
Madras and Southern Mahratta		0·25	0·77	0·82	0·25	0·29
Nizam's Guaranteed State		0·41	1·36	1·68	0·29	0·39
North Western		0·15	0·76	0·78	0·43	0·41
Oudh and Rohilkhand		0·34	1·86	1·25	0·46	0·53
South Indian		0·26	0·89	0·95	0·38	0·35
3′ 3½″ GAUGE.						
Assam-Bengal		0·73	1·22	1·16	0·29	0·35
Bengal and North-Western		0·20	0·79	0·85	0·09	0·09
Bhavnagar State		0·54	1·37	1·66	0·33	0·45
Bombay, Baroda and Central India		0·18	0·70	0·69	0·23	0·24
Burma		0·41	0·32	0·88	0·87	0·25	0·25
Eastern Bengal		Included with the 5′ 6″ gauge				
Gondal		0·28	0·60	0·71	1·04	0·11	0·16
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		0·43	0·33	1·45	1·64	0·33	0·40
Jamnagar		1·10	1·08	2·04	2·05	0·38	0·38
Jodhpur-Bikaner		0·22	0·24	0·82	0·95	0·23	0·20
Junagad State		0·91	1·07	1·43	1·69	0·46	0·55
Madras and Southern Mahratta		0·16	0·14	0·47	0·49	0·17	0·20
Nilgiri		0·35	0·31	1·28	1·25	0·45	0·41
Rohilkund and Kumaon		0·35	0·34	1 19	1·62	0·16	0·19
Shoranur-Cochin		...	Included with the South Indian				
South Indian		0·21	0·22	0·77	0·84	0·30	0·31
Udaipur-Chitorgarh		0·77	1·45	1·37	1·96	0·08	0·13
2′ 6″ GAUGE.						
Gondia-Chanda, Jubbulpore-Gondia and Nag pur Chhindwara Extensions.		0·10	0·12	0·42	0·47	0·11	0·15
Jacobabad-Kashmor		...	Included with the North Western				
Kalka-Simla		0·35	0 58	0·06	...	0·05	0·04
Kohat-Thal and Nowshera-Durgai		0·02	0·03	0·12	0·12	0·07	0·04
Morappur-Hosur		0·07	0·08	0·28	0·33	0·13	0·15
Purulia-Ranchi		0·14	0·15	0·51	0·55	0·15	0·18
Raipur-Dhamtari		0 11	0·15	0·56	0·69	0·13	0·18
Tirupattur-Krishnagiri		0·08	0·10	0·31	0·37	0·15	0·18
Trans Indus (Kalabagh-Bannu)		0·04	0·05	0·23	0·25	0·12	0·13
2′ 0″ GAUGE.							
Pipar Bilara Light		...	...	0·18	0·18	...	...

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.][a]

167 *a.*	168 *a.*	168-A *a.*	169 *a.*	170 *a.*	171 *a.*	172 *a.*

GENERAL CHARGES—*contd.*

TRAIN-MILE—*contd.*

Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).	
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·25	0·32	0·32	0·44	...	...	0·25	0·29	0·03	0·02	1·11	1·21	0·01	0·02
0·19	0·22	0·36	0·30	...	...	0·48	0·39	0·01	0·01	0·81	0·84	0·01	0·02
0·33	0·32	0·85	0·80	...	...	0·27	0·26	0·05	0·05	0·92	1·18	0·39	0·48
0·18	0·20	0·32	0·32	...	...	0·35	0·32	0·02	0·03	0·88	0·86	0·03	0·03
0·15	0·17	0·25	0·25	...	...	0·27	0·30	0 01	0·01	1·00	1·04	0·51	0·31
0·17	0·22	0·23	0·34	...	...	0·61	0·67	0·01	0·02	0·81	0·92	0·04	0·02
0·33	0·44	0·64	0·48	...	...	0·79	0·77	0·01	0·01	0·98	1·08	0·02	0·02
0·18	0 ·23	0·33	0·53	...	...	0·28	0·31	0·01	0 02	0·54	1·07	0·67	0·41
0·18	0 ·18	0·25	0·40	...	...	0·26	0·30	0·01	0·01	1·05	1·08	0·25	0·28
0·16	0·16	0·23	0·24	...	...	0·56	0·58	0·01	0·01	0·78	0·88	0·03	0·05
0·59	0·60	0·31	0·45	...	...	0·44	0·57	0·01	0·01	0·98	0·88	1·52	0·45
0·12	0·12	0·17	0·16	...	...	0·21	0·23	...	...	0·67	0·71	0·02	0·02
0·24	0·29	0·67	0·78	...	...	0·83	0·93	0·02	0·03	1·01	1·20	0·03	0·02
0·23	0·25	0·20	0·19	...	...	0·51	0·43	0·01	0·01	0·87	0·85	...	...
0·40	0·42	0·43	0·30	...	...	0·13	0·77	0·02	0·03	0·86	0·83	0·02	0·01
Include d	with	the 5′ 6″	gauge.	...	...	In cluded	with the	5′ 6″	gauge	...	...	...	...
0·08	0·19	0·40	0·43	...	...	0·58	0·62	0·02	...	0·68	0·95	0·02	0·02
0·36	0·39	0·68	0·46	...	...	1·05	0·87	0·02	0·01	0·90	0·93	0·01	0·02
0·06	0·05	0·69	0·70	...	...	0·66	0·60	0 01	0·01	0·55	0·68	...	0·05
0·07	0·10	0·27	0·19	...	...	0·25	0·31	...	...	0·85	0·94	0·71	1·39
0·14	0·17	0·77	0·70	...	...	1·31	0·83	0·01	0·03	1·54	0·90	0·03	0·02
0·14	0·14	0·15	0·20	...	...	0·40	0·32	0·01	0·01	0·85	0·92	0·01	0·01
0·58	0·63	0·46	0·40	...	...	0·99	0·89	0·01	0·01	1·18	1·61	0·05	0·07
0·17	0·21	0·34	0·47	...	...	0·35	0·60	0·01	0·02	0·64	0·73	0·02	0·02
Railway,	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...	...
0·16	0·16	0·18	0·19	...	...	0·46	0·47	0·01	0·01	0·76	0·92	0·05	0·09
0·13	0·18	0·23	0·52	...	...	...	...	...	...	0·56	0·87	0·07	0·10
0·11	0·16	0·02	0·07	...		0·13	0·13	...	...	1·07	1·04	...	...
Railway,	5′ 6″ ga	uge.		...	...	...	...	...	...	...	...	...	...
0·24	0·36	0·08	0·35	...	...	0·54	0·46	0·02	0·01	0·79	0·94	0·05	0·02
0·13	0·14	0·04	0·03	...	...	0·37	0·35	...	...	0·23	0·77	0·10	0·01
0·18	0·18	0·06	0·07	...	...	0·30	0·26	...	...	0·96	0·93	0·61	0·05
0·14	0·20	0·04	0·10	...	...	0·09	0·11	...	...	0·72	0·95	...	...
0·12	0·20	0·02	0·02	...	...	0·07	0·08	...	...	0·46	0·46	...	...
0·15	0·16	0·07	0·08	...	...	0·39	0·34	...	...	0·45	1·13	0·01	0·05
0·15	0·16	0·12	0·08	...	...	0·51	0·47	...	0·01	0·51	0·58	0·20	0·03
·04	0·04	...	...	...	...	...	...	...	...	...	...	...	...

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Railway system.	Serial number.	173*a*.		163*b*.		164*b*.	
		TABLE E.—					
		PER TOTAL TRAIN-MILE—*concld.*		PER CENT ON			
		Total General charges.		Home expenditure.		Agent's office—salaries and expenses.	
		Annas.		Per cent.		Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3′ 6″ GAUGE.							
Bengal-Nagpur		3·77	4·16	0·61	0·57	0·26	0·24
Bombay, Baroda and Central India		4·02	3·97	0·43	0·35	0·23	0·19
Eastern Bengal		5·09	5·37	0·03	0·19	0·44	0·40
East Indian		2·93	2·91	0·38	0·39	0·18	0·19
Great Indian Peninsula		3·73	3·65	0·34	0·30	0·17	0·17
Madras and Southern Mahratta		3 68	4·.0	0·49	0·54	0·24	0·21
Nizam's Guaranteed State		5·30	5·75	0·46	0·49	0·40	0·37
North Western		3·44	4·16	0·10	0·20	0·16	0·15
Oudh and Rohilkhand		4·18	4·01	0·02	0·19	0·33	0·35
South Indian		3·86	4·16	0·57	0·74	0·24	0·28
3′ 3⅜″ GAUGE.							
Assam-Bengal		7·29	6·18	1·53	1·40	1·02	0·85
Bengal and North-Western		2·82	2·89	0·82	0·73	0·31	0·30
Bhavnagar State		5·18	6·28	0·17	0·29	0·63	0·78
Bombay, Baroda and Central India		3·45	3·26	0·66	0·58	0·24	0·19
Burma		4·14	4·46	0·96	0·75	0·52	0·37
Eastern Bengal		Included with the 5′ 6″ gauge.				...	...
Gondal		2·83	4·01	...	...	0·39	0·77
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		5·73	5·63	0·63	0·68	0·55	0·39
Jamnagar		5·49	5·60	...	...	1·09	1·17
Jodhpur-Bikaner		3·42	4·42	...	...	0·31	0·33
Junagad State		6·60	5·96	...	...	1·24	1·25
Madras and Southern Mahratta		2·87	2·97	0·79	0·87	0·25	0·23
Nilgiri		6·16	6·44	0·57	0·76	0·24	0·28
Rohilkund and Kumaon		4·16	5·01	1·28	0·99	0·48	0·42
Shoranur-Cochin		...	...	...	...	Included with the	
South Indian		3·40	3·67	0·57	0·56	0·24	0·28
Udaipur-Chitorgarh		3·21	5·01	...	...	0·99	1·05
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		3·76	3·86	4·05	3·46	0·23	0·25
Jacobabad-Kashmor		...	Included with the North Western				
Kalka-Simla		2·04	2·80	0·02	0·04	0·35	0·60
Kohat-Thal and Nowshera-Durgai		1·09	1·52	0·05	0·13	0·09	0·10
Morappur-Hosur		2·17	2·27	0·57	0·76	0·25	0·27
Purulia-Ranchi		3·50	4·03	3·01	3·08	0·24	0·26
Raipur-Dhamtari		4·60	4·80	6·44	4·97	0·23	0·25
Tirupattur-Krishnagiri		1·81	2·67	0·57	0·78	0·24	0·28
Trans Indus (Kalabagh-Bannu)		1·93	1·83	0·08	0 17	0·14	0·13
2′ 0″ GAUGE.							
Pipar-Bilara Light		0·22	0·22	...	...	...	...

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

165b.	166b.	167b.	168b.	168-Ab.	169b.	170b.

GENERAL CHARGES—*contd.*

TOTAL EARNINGS.

Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical. Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.		Police. Per cent.		Advertising. Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·82	0 85	0·27	0·33	0·28	0·35	0·35	0·48	...	...	0·27	0·31	0·03	0·03
0·90	0·87	0·41	0·40	0·18	0·18	0·32	0·28	...	...	0·44	0·32	0 01	0·01
1·34	1 20	0·69	0·66	0·37	0·33	0·94	0·84	...	...	0·29	0·27	0·06	0·06
0·57	0·60	0·24	0·22	0·22	0·24	0·38	0·39	...	...	0·41	0·39	0·02	0·04
0·87	0·82	0·32	0·30	0·16	0·17	0·28	0·26	...	...	0 30	0·30	0·01	0·01
0·71	0·77	0·24	0·27	0·15	0·20	0·22	0·32	...	...	0·56	0·63	0·01	0 01
1·35	1·53	0·29	0·35	0·33	0 40	0·64	0·44	...	...	0·78	0·70	0·01	0 01
0·83	0 70	0·47	0·37	0·20	0 20	0·36	0·47	...	...	0·31	0·27	0·01	0 02
1·35	1·26	0·46	0·53	0·18	0·18	0·25	0·41	...	...	0·26	0·30	0·01	0·01
0·84	0·99	0·32	0·36	0·16	0·17	0·22	0·25	...	...	0·53	0·56	0·01	0·01
1·71	1·51	0·55	0·46	0·82	0·79	0 44	0·60	...	...	0·61	0·75	0 02	0·01
1·17	1·26	0·13	0 13	0·18	0·18	0·24	0·22	...	...	0·31	0·33	...	...
1·61	1·93	0 38	0·53	0·29	0·34	0·79	0·91	...	...	0 98	1·02	0·02	0·04
0·90	0·87	0·30	0·30	0 29	0·32	0·26	0·25	...	...	0·66	0·55	0·01	0·01
1·13	1·00	0·32	0·28	0·52	0·48	0·56	0·33	...	...	0·17	0 88	0·02	0·03
Included with the 5′ 6″ gauge.				...	...	...	...	...		...	...	...	...
1·01	1·34	0·16	0·22	0·11	0·24	0·57	0·56	...	...	0·76	0·80	0·02	0·01
1·85	1·92	0·43	0·46	0·47	0·46	0·8 7	·54	...	...	1·34	1 01	0·02	0 02
2·02	2·22	0·38	0.42	0·06	0·05	0 69	0·76	...	...	0·66	0·65	0·01	0 01
1·16	1·35	0·33	0·40	0·10	0·13	0·39	0·26	...	...	0·35	0·44	...	0·01
1·95	1·96	0·62	0·65	0·19	0·19	1·04	0·83	...	...	1·79	0·94	0·01	0·04
0·74	0·79	0·26	0·31	0·21	0·22	0 23	0·33	...	...	0·62	0·52	0 01	0·02
0·91	1·11	0 32	0·37	0·41	0·56	0 32	0 35	...	...	0·70	0·80	0·01	0·01
1·63	2·01	0·21	0·24	0·24	0·25	0·46	0·58	...	...	0 48	0·74	0 01	0·03
South Indian Railway, 3′ 3⅜″ gauge.				...	...	...	...	...		...	...	...	...
0·88	1·04	0·34	0·39	0·18	0 20	0·21	0·24	...	...	0·53	0 58	0·01	0 01
1·76	1·64	0·10	0 11	0·17	0·15	0 30	0·44	...	...	...	...	...	...
0·94	0 94	0·26	0 30	0·25	0·33	0 04	0·13	...	...	0·30	0 26	...	...
Railway, 5′ 6″ gauge.				...	...	...	...	...		...	...	...	...
0·06	...	0 05	0·05	0·25	0·37	—0·08	0·36	...	...	0·55	0·48	0 02	0·01
0·45	0·44	0·25	0·13	0 48	0·50	0·17	0·13	...	...	1·41	1·27	0·01	0·01
0·92	1·12	0·44	0·52	0·58	0·63	0·19	0·22	...	...	0 96	0 90	0 01	0·01
0 90	0·96	0 26	0·30	0·25	0·34	0·07	0·17	...	...	0·17	0·18	...	...
1·16	1·13	0·26	0 29	0·25	0·33	0·05	0·04	...	...	0·15	0·14	...	...
0·89	1 08	0·41	0·52	0·44	0·49	0·19	0·24	...	...	1·11	1·00	0·01	0·01
70·1	0·59	0·40	0·31	0·56	0·37	0·37	0·21	...	...	1 66	0 13	1·01	0·01
0·68	0 70	...	...	0·15	0·15	...	...	...	...	...	...	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	171 *b*.	172 *b*.	173 *b*.
		TABLE E.—GENERAL CHARGES—*concld.*		
		PER CENT ON TOTAL EARNINGS—*concld.*		
		Electric telegraph.	Other charges (net).	Total General charges.
		Per cent.	Per cent.	Per cent.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.				
Bengal-Nagpur		1·21 / 1·31	0·01 / 0·02	4·11 / 4·49
Bombay, Baroda and Central India		0·75 / 0·68	0·01 / ...	3·68 / 3·28
Eastern Bengal		1·01 / 1·18	0·43 / 0·50	5·60 / 5·63
East Indian		1·05 / 1·04	0·03 / 0·03	3·49 / 3·54
Great Indian Peninsula		1·10 / 1·06	0·56 / 0·32	4·11 / 3·71
Madras and Southern Mahratta		0·75 / 0·86	0·03 / 0·02	3·40 / 1·33
Nizam's Guaranteed State		0·97 / 0·94	0·03 / 0·02	5·26 / 5·25
North Western		0·61 / 0·94	0·73 / 0 36	3·78 / 3·68
Oudh and Rohilkhand		1·04 / 1·09	0·25 / —0·28	4·15 / 4·04
South Indian		0·75 / 0·92	0·02 / 0·06	3·66 / 4·34
3′ 3⅜″ GAUGE.				
Assam-Bengal		1·37 / 1·14	2·13 / 0·59	10·20 / 8·10
Bengal and North-Western		1·00 / 1·04	0·02 / 0·02	4·18 / 4·21
Bhavnagar State		1·19 / 1·39	0·03 / 0·02	6·09 / 7·25
Bombay, Baroda and Central India		1·12 / 1·08	... / ...	4·44 / 4·15
Burma		1·11 / 0·95	0·02 / 0·01	5·33 / 5·08
Eastern Bengal		... / ...	Included with the 5′ 6″ gauge	
Gondal		0·97 / 1·23	0·03 / 0·03	4·02 / 5·19
Hyderabad-Godavari Valley including Hingoli-Branch and Secunderabad-Gadwal.		1·15 / 1·10	0·02 / 0·02	7·33 / 6·60
Jamnagar		0·55 / 0·73	... / 0·05	5·46 / 6·06
Jodhpur-Bikaner		1·21 / 1·33	1·00 / 1·95	4·85 / 6·20
Junagad State		2·11 / 1·04	0·04 / 0·02	8·99 / 6·92
Madras and Southern Mahratta		1·32 / 1·49	0·01 / 0·02	4·44 / 4·80
Nilgiri		0·83 / 1·43	0·03 / 0·06	4·34 / 5·73
Rohilkund and Kumaon		0·89 / 0·89	0·02 / 0·02	5·70 / 6·17
Shoranur-Cochin		... / ...	Included with the South Indian	
South Indian		0·87 / 1·13	0·05 / 0·11	3·88 / 4·54
Udaipur-Chitorgarh		0·73 / 0·73	0·09 / 0·09	4·14 / 4·21
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia, and Nagpur-Chhindwara Extensions		2·40 / 2·10	... / ...	8·47 / 7·77
Jacobabad-Kashmor		... / ...	Included with the North Western	
Kalka-Simla		0·80 / 1·97	0·05 / 0·03	2·07 / 2·91
Kohat Thal and Newshera-Durgai		0·87 / 0·82	0·40 / 0·05	4·18 / 5·58
Morappur-Hosur		3·13 / 3·18	0·04 / 0·16	7·09 / 7·77
Purulia-Ranchi		1·27 / 1·63	... / ...	6·17 / 6·92
Raipur-Dhamtari		0·94 / 0·76	... / ...	9·48 / 7·91
Tirupattur-Krishnagiri		1·27 / 3·34	0·03 / 0·15	5·16 / 7·89
Trans Indus (Kalabagh-Bannu)		1·65 / 1·88	0·63 / 0·07	6·22 / 4·37
2′ 0″ GAUGE.				
Pipar-Bilara Light		... / ...	... / ...	0·83 / 0·85

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

174	175		176		177		178		179		180	
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.											FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.	
PER CENT ON GROSS EARNINGS.												
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.	
1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·02	0·05	0·21	0·40	0·10	0·23	3·72	1·60	3·08	3·70	7·13	5·98	517	528
0·03	0·07	2·13	2·77	0·37	0·32	1·77	2·98	2·24	1·82	6·54	7·96	362	361
0·02	0·02	0·42	0·47	0·31	0·66	...	...	2·38	2·05	3·13	3·18	278	277
0·02	0·02	0·82	1·05	0·18	0·08	0·23	0·21	0·78	1·70	2·03	3·06	1,227	1,256
0·04	0·03	0·73	1·09	0·28	0·21	3·29	3·11	2·07	2·02	6·41	6·46	1,284	1,283
0·01	0·02	0·35	0·27	0·19	0·24	2·81	1·88	4·68	4·79	8·04	7·20	271	273
0·01	0·01	0·08	0·07	0·01	0·01	0·45	0·52	12·62	38·16	13·17	38·77	79	79
0·01	0·01	0·91	0·65	0·06	0·04	0·04	0·40	1·89	3·89	2·91	4·99	1,476	1,480
0·01	0·02	0·64	0·36	0·03	0·11	0·28	0·43	1·74	1·81	2·70	2·78	269	264
...	...	0·41	0·54	0·03	0·14	0·31	0·22	1·68	1·84	2·43	2·74	132	132
0·16	0·09	0·11	0·22	0·10	0·15	2·12	1·89	5·01	2·55	7·50	4·81	136	142
0·04	0·04	0·51	0·36	0·04	0·05	0·91	0·39	1·12	1·12	2·62	1·96	318	326
0 01	0·04	0·29	0·31	...	...	1·76	4·73	1·50	2·37	3·56	3·45	21	18
...	0·04	2·12	2·77	0·11	0·05	0·11	0·59	1·39	1·25	3·73	4·70	511	514
0·04	0·03	0·14	0·09	0·53	0·44	0·21	0·19	1·77	1·97	2·69	2·72	313	17
Include	d with t	he 5' 6"	gauge	...	...	...	...	...	...	...	...	218	223
...	0·07	0·08	0·03	...	...	2·24	1·15	1·87	1·18	4·19	2·43	19	19
0·01	0·02	0·11	0·16	0·02	0·01	0·77	0·83	6·04	8·48	6·95	9·50	63	63
...	...	0·08	0·14	...	...	0·99	2·39	0·96	1·04	2·03	3·57	4	4
...	...	0·85	0·57	...	...	3·37	2·37	0·67	1·08	4·89	3·82	105	104
...	0·01	0·08	0·15	...	...	1·16	...	1·34	0·96	2·58	1·12	13	13
0·01	0·01	0·42	0·64	0·06	0·09	0·03	0·16	5·76	5·98	6·22	6·56	323	307
...	...	0·06	0·03	0·56	0·75	...	...	1·74	2·75	2·36	3·53	15	15
0·01	0·03	0·43	0·36	0·01	0·01	...	...	3·83	1·47	4·28	1·87	60	60
Railway	3' 3⅜"	gauge		...	...	...	...	...	...	...	...	10	10
0·01	0·02	0·06	0·12	0·36	0·25	0·21	...	2·53	1·95	3·17	2·52	281	282
...	...	0·02	0·02	...	...	0·89	0·70	0·71	0·87	1·62	1·59	4	4
...	...	0·40	0·34	...	...	0·13	0·12	1·08	1·14	1·64	1·60	72	71
Railway	5' 6" ga	uge		...	...	...	...	...	...	...	...	4	4
1·40	...	...	1·16	0·61	0·07	...	0·28	0·41	0 31	2·42	1·82	22	22
0·01	...	0·54	0·31	0·03	...	...	...	1·22	0·64	1·80	0·95	22	23
...	...	0·02	0·04	0·08	0·04	...	...	1·61	1·46	1·71	1·54	6	6
...	...	0·19	0·20	...	...	...	...	0·66	0·84	0·85	1·04	15	15
...	...	0·38	0·32	...	...	...	...	0·96	0·84	1·34	1·16	5	5
...	...	...	...	0·05	0·23	...	...	1·49	0·54	1·54	0·77	2	2
0·01	0·01	1·39	0·66	...	...	...	...	1·58	0·49	2·98	2·16	32	33
...	...	...	...	...	...	0·10	0·10	0·29	0·32	0·39	0·42	1	2

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	181	182		183	
		FROM APPENDIX 1				
			ACTUAL WEIGHT OF FUEL (IN PER			
		Average miles run per locomotive *per diem*.	Coaching.		Goods.	
		Miles.	lbs.		lbs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		73·76	71·84	70·94	71·14	†81·91	†81·37
Bombay, Baroda and Central India		71·84	73 50	74·53	75·40	87·09	89·75
Eastern Bengal		60·97	65·89	65·58	67·58	82·50	81·04
East Indian		80·89	81·35	...	...	*63·83	*66·77
Great Indian Peninsula		59·75	60·27	...	...	*98·39	97·54
Madras and Southern Mahratta		64·35	63·95	...	...	*77·83	*75·69
Nizam's Guaranteed State		58·35	54·67	66·42	66·19	90·02	87·78
North Western		51·63	52·17	...	...	*77·77	*87·83
Oudh and Rohilkhand		61·06	65·98	...	...	*75·90	*77·69
South Indian		46·54	50·17	46·75	46·40	78·48	76·87
3′ 3⅜″ GAUGE.							
Assam-Bengal		59·94	68·65	...	...	*43·22	*44·78
Bengal and North-Western		62·88	61·57	...	...	*44·33	*44·50
Bhavnagar State		87·38	84·95	...	...	*41·34	*44·55
Bombay, Baroda and Central India		56·35	59·77	...	...	*48·23	*53·02
Burma		67·46	70·04	53·97	51·10	61·98	63·08
Eastern Bengal		59·95	60·99	42·14	39·60	59·07	64·33
Gondal		93·53	86·50	...	...	*54·99	*54·17
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal		69·90	71·57	58·52	59·63	84·02	74·73
Jamnagar		66·65	71·80	...	...	*50·41	*49·89
Jodhpur-Bikaner		68·66	65·37	...	...	*47·29	*47·45
Junagad State		57·05	51·37	...	...	*38·59	*52·01
Madras and Southern Mahratta		66·29	64·68	...	...	*58·65	*56·21
Nilgiri		24·03	22·52	121·23	113·60	142·65	148·90
Rohilkund and Kumaon		65·19	62·72	...	...	*45·91	*48·92
Shoranur-Cochin		74·19	72·81	50·91	46.85	53·92	57·26
South Indian		60·92	63·63	41·93	41·82	52 46	49·24
Udaipur-Chitorgarh		66 10	44·43	...	...	*50·07	*52·66
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia, and Nagpur-Chhindwara Extensions		54·15	54·00	...	...	*64·87	*67·50
Jacobabad-Kashmor		13·26	...	...	...	*29·16	...
Kalka-Simla		59·28	58·97	...	...	*43·74	*49·98
Kohat-Thal and Nowshera-Durgai		56·04	51·78	...	...	*38·54	*46·58
Morappur-Hosur		55·86	57·38	...	...	36·84	40·05
Purulia-Ranchi		52·56	48·97	...	...	*58·54	*60·02
Raipur-Dhamtari		44·82	42·84	...	...	*46·10	*48·86
Tirupattur-Krishnagiri		55·26	52·61	...	...	30·75	7·47
Trans Indus (Kalabagh-Bannu)		52·35	73·61	...	...	*61·23	77·95
2′ 0″ GAUGE.							
Pipar-Bilara Light		64·95	33·04	...	...	*23·48	*24·52

* These railways show totals only.
† Including mixed.

DIX 13—*contd.*

during each half of the financial year 1919-20.

prepare these statistics.]

184	185	186	187	188	189	190

OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*

TERMS OF COAL) ENGINE MILE.		AVERAGE GROSS WEIGHT OF TRAINS—						AVERAGE THROUGH SPEED OF TRAINS—					
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.	
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	281·84	270·84	688·96	572·14	313·53	299·14	26·00	26·00	10·00	10·00	17·00	17·00
77·07	78·28	263·50	250·29	625·36	681·20	275·41	250·12	21·60	20·85	8·77	8·77	14·51	14·05
62·06	58·30	244·66	221·95	756·47	765·44	141·57	126·79	18·57	18·48	11·84	11·75	11·74	11·64
...	...	306·32	297·37	672·89	670·99	315·05	274·92	22 90	23·60	13·70	13·70	17·50	16·10
...	...	257·52	256·46	480·34	457·75	...	...	21·94	21·94	10·19	10·27	14·42	14·11
...	...	323·68	326·23	559·72	550·06	288·83	293·23	19·15	19·16	9·37	9·40	12·25	12·25
...	...	206·21	203·36	448·58	448·91	...	...	21·63	21·77	10·04	10·19	...	...
...	...	328·41	429·01	401·65	360 02	399·37	482·27	20·62	...	9·55	9·50	14·98	55·32
...	...	389·20	360·11	473·63	415·55	372·08	417·26	32·33	32·43	9·04	9·26	18·11	18·09
...	...	389 20	360·11	475 63	415 55	372 08	417 26	32 33	32 43	9 04	9·26	18 11	18·09
65·55	67·89	149·23	149·22	436·12	417·02	234·72	222·93	21·03	21·03	10·80	10·80	11·50	11·50
...	...	141·85	146·29	239·36	236·89	206·37	218·00	...	...	...	...	12·77	13·25
...	...	200·28	198·80	323·15	343·41	187·62	186·29	15·12	15·12	10·80	10·80	12·50	12·50
...	...	94·01	103·99	276 99	283·12	137·66	133·45	18·34	18·36	10·68	10·68	13·30	14·10
...	...	169·84	158·46	280·08	288·76	186·52	183·50	17·87	18·30	9·15	10·43	13·60	13·72
48·08	51·22	205·00	193·34	312·37	279·39	262·28	255·10	16·90	17·61	10·40	10·14	13·47	13·21
47·63	50·02	190·25	158·00	384·68	407·76	200·56	202·66	16·36	16·34	9·83	9·86	11·53	11·53
...	...	93·46	111·69	201·81	201·78	137·00	139·79	17·18	18·20	9 62	11·16	13 40	13·09
57 86	55·25	127·54	126·42	255·94	290·51	201·22	215·02	18·47	18·57	9·79	9·78	11·34	11·34
...	...	56·63	64·19	159·39	182·68	164 74	168·03	19·37	19·37	11·81	11·81	16·51	16·51
...	...	174·49	180·61	137·85	131·75	140·94	139·76	19·30	19·11	9 40	9·34	12·80	12·89
...	...	102·53	107·29	172·98	146·05	163·46	152·88	17·26	17·17	11·96	11·09	12·49	11·37
...	...	169·73	178·70	223·81	213·92	209·44	217·49	16·87	16·74	8·72	9·14	11·62	11·70
133 10	131·87	58·55	53·22	51·42	47·42	54·86	49·81	6·11	6·11	5·90	5·90	6·11	6·11
...	...	...	...	...	...	...	...	...	...	8·29	8·29	12·02	12·02
47·39	49·71	56·64	110·93	189 82	173·74	126·31	130·27	...	...	10·00	10·00	16·98	16·98
43·68	39·68	167·63	158·34	264·59	253·27	151·14	143·80	18·00	18·00	9·50	9·50	10·00	12·00
...	...	...	...	...	...	156·23	196·14	...	...	...	...	15·00	15·00
...	...	127·27	131·01	172·01	166·11	159·10	151·55	15·00	15·00	10·00	10·00	11·00	11·00
...	...	...	...	106·05	...	105·15	...	...	...	8·28	...	11·03	...
...	...	85·26	100·57	33·59	33·27	76·50	...	10·85	9·59	7·46	8·38	...	...
...	...	66·36	46·64	30·63	43·42	42·26	53·15	...	...	8·51	9 86	12·28	21·90
47·13	33·15	...	...	...	...	73·74	70·62	...	...	...	...	12·88	12·88
...	...	143·16	138·15	165·16	151·14	134·40	157·23	18·00	18·00	10·00	10·00	11·00	11·00
...	...	26·43	122·79	91·95	93·10	109·09	116·59	...	...	...	...	11·00	11·00
36·51	34·74	...	...	...	...	74·85	72·84	...	...	...	...	11·86	11·86
...	...	21·35	96·24	51·60	67·85	180·60	231·74	...	...	8·20	...	12·36	...
...	...	...	...	11·32	...	6 22	5·76	...	...	...	...	11·17	10·17

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	191	192
		FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.	
		AVERAGE MILEAGE *per diem* OF—	
		Coaching vehicles, including brakes. Miles.	Goods vehicles, including brakes. Miles.
		1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.					
Bengal-Nagpur		150,152	153,825	657,724	592,741
Bombay, Baroda and Central India		195,476	209,012	337,650	360,403
Eastern Bengal		113,881	112,118	185,401	205,916
East Indian		424,203	441,864	1,898,317	1,894,979
Great Indian Peninsula		425,369	458,777	928,125	903,155
Madras and Southern Mahratta		115,809	121,808	265,013	254,870
Nizam's Guaranteed State		18,984	19,564	58,266	51,458
North Western		384,547	492,805	847,691	725,700
Oudh and Rohilkhand		112,084	239,180	221,873	171,218
South Indian		38,146	42,091	51,486	47,826
3′ 3⅜″ GAUGE.					
Assam-Bengal		69,493	73,368	75,265	97,712
Bengal and North-Western		212,772	223,844	285,202	271,693
Bhavnagar State		15,875	15,490	18,221	13,480
Bombay, Baroda and Central India		256,424	264,523	449,546	452,701
Burma		153,938	165,843	323,550	331,277
Eastern Bengal		119,223	117,911	127,488	145,083
Gondal		14,154	15,402	15,108	12,823
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal		29,859	30,445	38,944	46,204
Jamnagar		2,767	3,214	1,938	1,776
Jodhpur-Bikaner		54,804	58,879	112,928	90,516
Junagad State		6,160	6,362	6,507	4,926
Madras and Southern Mahratta		148,516	141,239	263,736	241,302
Nilgiri		1,235	1,191	791	650
Rohilkund and Kumaon		33,173	32,193	44,011	43,439
Shoranur-Cochin		5,584	5,731	6,568	6,398
South Indian		158,372	163,939	194,187	198,292
Udaipur-Chitorgarh		3,946	3,038	1,497	1,161
2′ 6″ GAUGE.					
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		36,684	36,898	40,788	35,988
Jacobabad-Kashmor		652	...	271	...
Kalka-Simla		5,610	4,456	4,186	2,933
Kohat-Thal and Nowshera-Durgai		3,752	4,385	6,822	5,391
Morappur-Hosur		3,767	3,881	1,912	1,911
Purulia-Ranchi		8,944	8,956	4,594	3,810
Raipur-Dhamtari		1,267	1,302	1,991	1,843
Tirupattur-Krishnagiri		1,212	1,223	584	462
Trans-Indus (Kalabagh-Bannu)		6,212	6,691	10,382	19,965
2′ 0″ GAUGE.					
Pipar-Bilara Light		391	463	161	148

DIX 13—*concld.*

during each half of the financial year 1919-20.

prepare these statistics.]

193	194	195	196
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
AVERAGE AGE OF SLEEPERS—		PERCENTAGE OF REMOVALS.	
Wood. Years.	Iron. Years.	Wood. Per cent.	Iron. Per cent.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
11·72 / 11·62	17·89 / 18·19	1·47 / 2·68	0·80 / 0·97
10·90 / 11·20	4·10 / 4·50	2·60 / 3·00	2·50 / 1·50
9·00 / 9·00	18·00 / 17·50	1·86 / 2·19	0·27 / 7·44
8·87 / 8·76	... / ...	4·58 / 5·44	0·58 / 0·68
... / ...	... / ...	1·14 / 1·65	0·36 / 0·28
11·23 / 11·06	17·97 / 18·41	3·27 / 2·26	1·76 / 0·70
... / ...	... / ...	... / ...	... / ...
6·81 / 7·06	15·33 / 15·12	1·40 / 1·95	1·47 / 4·55
6·70 / 6·88	15·91 / 16·07	1·32 / 4·65	0·31 / 1·52
9·92 / 9·83	31·97 / 32·43	2·18 / 5·80	0·09 / 0·09
... / ...	... / ...	2·96 / ...	... / ...
13·32 / 13·45	... / ...	2·35 / 2·21	... / ...
13·36 / 13·27	... / ...	1·44 / 0·91	... / ...
13·00 / 13·00	24·00 / 24·50	2·11 / 4·51	0·01 / 0·76
11·14 / 11·00	... / ...	5·11 / 5·51	... / ...
12·50 / 12·50	13·50 / 16·00	1·58 / 3·49	0·07 / 6·25
7·11 / 7·43	27·93 / 28·14	0·98 / 2·53	0·04 / 0·93
... / ...	... / ...	... / ...	... / ...
9·83 / 9·97	... / ...	0·27 / 1·65	... / ...
... / ...	27·25 / 28·25	... / ...	0·46 / 0·10
12·47 / 12·90	... / ...	0·42 / 0·54	... / ...
12·50 / 12·50	... / ...	2·60 / 3·35	... / ...
9·85 / 9·95	... / ...	4·59 / 3·98	... / ...
17·08 / 17·16	... / ...	2·06 / 2·43	... / ...
10·73 / 10·44	... / 3·25	4·09 / 7·18	... / ...
9·92 / 9·84	23·41 / 28·83	3·75 / 5·60	0·12 / 0·19
... / ...	... / ...	... / ...	... / ...
9·72 / 9·82	4·05 / 4·55	1·60 / 3·97	... / ...
4·49 / 4·99	... / ...	0·04 / ...	... / ...
6·25 / 6·21	... / ...	5·52 / 7·23	... / ...
11·03 / 9·85	13·30 / 13·80	1·64 / 14·90	1·25 / ...
6·66 / 6·95	... / ...	3·97 / 2·97	... / ...
7·90 / 7·53	... / ...	1·07 / 10·71	... / ...
14·03 / 14·13	... / ...	1·97 / 2·73	... / ...
13·10 / 13·28	... / ...	0·70 / 2·21	... / ...
7·16 / 7·59	... / ...	0·34 / 0·54	... / ...
8·25 / 8·75	... / ...	2·26 / 1·65	... / ...

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in case

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by: Foreign coal. Actual quantity in tons.	Foreign coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal. Average cost per ton. At pit's mouth.	Indian coal. Actual quantity in tons.	Indian coal. Average cost per ton. Including all freight both rail, and sea from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal. Average cost per ton. At pit's mouth.	Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1915-16	...	...	...	387,136	6·48	3·41	...
		1916-17	...	...	...	408,553	6·18	3·26	...
		1917-18	...	...	...	439,582	6·33	3·30	...
		1918-19	...	...	...	461,363	6·50	3·30	...
		1919-20	...	...	...	490,686	6·45	3·36	...
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	1915-16	963	18·54	*a*	252,548	14·49	4·06	4,665
		1916-17	...	...	...	271,762	14·28	3·77	4,879
		1917-18	...	...	...	304,531	14·00	3·78	3,806
		1918-19	...	...	...	328,997	15·22	5·26	3,999
		1919-20	...	...	...	348,628	16·41	5·79	3,487
Eastern Bengal ...	Bengal and Bihar and Orissa.	1915-16	...	...	...	197,061	6·45	3·37	...
		1916-17	...	...	...	192,408	6·19	3·18	...
		1917-18	...	...	...	170,578	5·99	2·92	...
		1918-19	...	...	...	177,252	6·78	4·03	...
		1919-20	...	...	...	194,467	7·61	4·31	...
East Indian ...	Bihar and Orissa ...	1915-16	...	...	...	879,492	4·62	2·43	...
		1916-17	...	...	...	955,719	4·21	2·07	...
		1917-18	...	...	...	980,326	4·74	2·33	...
		1918-19	...	...	...	1,077,264	4·75	2·47	...
		1919-20	...	...	...	1,074,920	5·15	2·71	...
Great Indian Peninsula.	Bihar and Orissa, Central India, and Central Provinces.	1915-16	34,797	20·37	*a*	934,520	11·51	*a*	1,608
		1916-17	4,952	22·19	*a*	1,092,041	12·17	4·71	1,456
		1917-18	...	...	...	1,140,720	12·44	4·21	664
		1918-19	...	...	...	1,159,930	13·02	4·71	710
		1919-20	...	...	...	1,188,657	13·69	5·09	557
Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1915-16	...	...	...	216,801	13·14	4·88	2,705
		1916-17	...	...	...	240,468	13·53	4·08	2,632
		1917-18	...	...	...	238,448	13·41	4·28	2,427
		1918-19	...	...	...	239,765	14·61	4·85	2,034
		1919-20	...	...	...	228,705	17·81	5·55	2,376
Nizam's Guaranteed State.	Hyderabad ...	1915-16	...	...	...	42,354	6·50	5·42	...
		1916-17	...	...	...	49,469	6·85	5·75	...
		1917-18	...	...	...	48,401	6·85	5·75	...
		1918-19	...	...	...	52,335	6·89	5·75	...
		1919-20	...	...	...	56,358	6·93	5·75	...
North Western ...	England, Baluchistan, Bihar and Orissa and the Punjab.	1915-16	122	28·48	*b* 13·88	759,036	14·29	4·23	7,696
		1916-17	7,795	28·29	*b* 13·88	771,249	14·01	3·83	7,632
		1917-18	3,595	28·31	*b* 13·88	851,857	14·33	3·67	8,806
		1918-19	964	28·02	*b* 13·88	875,566	14·61	4·32	7,965
		1919-20	346	...	...	890,146	*a*	*a*	5,762
Oudh and Rohilkhand	Bihar and Orissa ...	1915-16	...	...	...	195,029	9·40	3·29	...
		1916-17	...	...	...	199,997	9·13	3·09	...
		1917-18	...	...	...	207,501	9·23	2·97	...
		1918-19	...	...	...	203,874	9·97	3·83	...
		1919-20	...	...	...	212,404	10·67	4·72	...
South Indian ...	Bihar and Orissa and Hyderabad.	1915-16	...	...	...	63,264	17·29	4·10	2,596
		1916-17	...	...	...	69,327	18·99	3·63	2,122
		1917-18	...	...	...	57,460	19·16	3·36	30,037
		1918-19	...	...	...	56,103	19·42	3·99	37,939
		1919-20	27	47·52	13·58	56,327	20·89	5·10	40,388
3' 3⅜" GAUGE.									
Aden	*a*	1919-20	*a*	*a*	*a*	*a*	*a*	*a*	*a*
Assam-Bengal ...	Assam and Bengal	1915-16	...	...	...	52,662	11·88	*a*	470
		1916-17	...	...	...	48,173	11·18	*a*	31
		1917-18	...	...	...	47,460	11·55	*a*	1,107
		1918-19	...	...	...	49,749	11·63	*a*	801
		1919-20	...	...	...	52,406	12·53	*a*	2,170

DIX 14.

per ton during the financial years 1915-16 to 1919-20.

Where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				Remarks.
Wood.		Oil Fuel.								
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·41	91·18	73·27	938·82	337·53	
...	...	...	...	...	3·26	91·20	72·46	424·39	164·88	
...	...	...	...	...	3·30	97·75	76·59	437·68	176·94	
...	...	...	...	...	3·30	102·67	79·97	454·98	186·56	
...	...	...	...	...	3·36	102·80	79·10	494·63	193·22	
5·35	3·75	...	...	...	*a*	82·15	68·41	619·01	172·54	*a* Information not available.
5·13	3·63	...	...	...	3·80	84·18	70·23	584·26	169·04	
6·54	4·53	...	...	...	3·83	93·33	76·63	521·81	169·63	
7·45	5·65	...	...	...	5·30	99·36	80·47	596·88	184·59	
6·58	4·83	...	...	...	5·82	100·81	81·54	679·35	202·45	
...	...	...	...	...	3·37	94·59	63·92	1,064·49	208·62	
...	...	...	...	...	3·18	99·81	66·57	1,075·31	209·98	
...	...	...	...	...	2·92	100·37	64·92	1,146·08	222·42	
...	...	...	...	...	4·03	100·38	67·00	1,109·01	221·87	
...	...	...	...	...	4·31	99·96	67·74	1,056·54	222·73	
...	...	...	...	...	2·43	76·93	57·70	382·49	133·93	
...	...	...	...	...	2·07	78·84	58·01	358·09	127·59	
...	...	...	...	...	2·33	85·45	62·29	384·54	136·96	
...	...	...	...	...	2·47	92·80	66·48	396·94	144·47	
...	...	...	...	...	2·71	92·04	65·32	413·79	148·63	
8·28	5·32	64	*a*	*a*	*a*	96·39	82·66	716·84	209·34	
7·92	4·73	1,239	*a*	*a*	*a*	102·00	87·18	722·95	212·82	
8·11	4·31	4,779	*a*	*a*	*a*	112·10	94·96	774·80	230·41	
8·25	4·31	6,199	57·54	56·71	4·92	116·03	96·62	734·47	236·03	
8·95	5·22	9,246	27·14	26·39	5·41	118·03	97·78	828·45	252·24	
7·48	5·19	...	...	...	4·88	91·11	76·73	755·51	202·59	
7·39	5·38	...	...	...	4·12	93·19	77·41	663·83	192·23	
7·70	5·90	...	...	...	4·32	99·78	81·91	604·95	189·04	
8·13	6·39	...	...	...	4·89	100·65	82·47	649·22	197·76	
8·87	6·46	...	...	...	5·59	93·57	77·77	642·68	186·27	
...	...	...	...	...	5·42	70·72	60·86	582·46	178·74	
...	...	...	...	...	5·75	76·89	65·74	661·06	195·15	
...	...	...	...	...	5·75	83·36	70·32	639·37	200·28	
...	...	...	...	...	5·75	86·31	72·50	671·94	208·55	
...	...	...	...	...	5·75	91·89	77·26	711·00	220·27	
5·08	3·27	2,574	*a*	*a*	*a*	80·60	67·06	651·90	177·09	
5·47	3·28	5,295	*a*	*a*	*a*	82·17	67·82	591·96	168·73	
5·14	3·31	23,759	32·69	22·75	4·15	91·83	73·15	509·55	168·31	
5·86	3·96	38,789	31·69	22·75	4·96	97·56	76·95	545·77	186·88	
a	*a*	38,976	*a*	*a*	*a*	102·47	81·60	609·49	213·56	*b* High rate is due to the consumption of only English Patent Fuel.
...	...	...	...	...	3·29	80·99	67·10	999·34	197·48	
...	...	...	...	...	3·09	80·74	67·38	654·32	179·27	
...	...	...	...	...	2·97	90·40	75·36	635·94	178·16	
...	...	...	...	...	3·83	91·86	76·30	482·95	170·41	
...	...	...	...	...	4·72	91·98	76·82	667·56	197·70	
8·07	8·05	...	...	...	4·35	68·76	61·28	915·00	204·24	
8·19	8·18	...	...	...	3·83	73·30	64·87	826·36	205·12	
7·15	7·14	...	...	...	5·86	80·51	70·20	774·10	213·32	
7·58	7·58	...	...	...	7·17	84·84	73·38	893·48	232·43	
7·56	7·55	...	...	...	8·17	80·67	69·52	874·98	224·18	
a	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	
3·02	3·02	...	...	...	*a*	60·97	47·20	911·39	227·17	
3·64	3·07	262	33·60	29·94	*a*	56·81	45·49	930·37	217·95	
2·88	2·88	762	27·37	25·00	*a*	57·13	45·37	881·05	230·45	
2·46	2·46	3,060	24·18	23·70	*a*	56·10	45·46	922·41	232·65	
2·70	2·70	4,791	23·00	22·76	*a*	55·67	44·37	823·99	212·45	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Source of supply.	Year.	Description of fuel, with the actual quantity consumed by locomotives						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3' 3½" GAUGE—*contd.*									
Bengal and North-Western.	Bihar and Orissa ...	1915-16	...	...	...	148,010	8·91	3·91	...
		1916-17	...	...	...	151,679	8·83	3·62	...
		1917-18	...	...	...	138,186	8·79	3·61	...
		1918-19	...	...	...	150,317	9·55	4·34	...
		1919-20	...	...	...	145,380	9·49	4·88	...
Bengal Dooars ...	Assam, Bengal and Bihar and Orissa.	1915-16	...	...	...	6,557	10·30	3·67	...
		1916-17	...	...	...	6,397	10·90	4·00	...
		1917-18	...	...	...	5,702	10·96	4·00	...
		1918-19	...	...	...	6,548	11·29	4·50	...
		1919-20	...	...	...	6,892	12·21	5·35	...
Bhavnagar State ...	Bihar and Orissa.	1915-16	...	...	...	7,981	*b* 16·13	*a*	*c* 76
		1916-17	...	...	...	7,994	*b* 16·26	*a*	*c* 73
		1917-18	...	...	...	8,275	*b* 16·03	*a*	*c* 72
		1918-19	...	...	...	11,153	*b* 17·57	4·62	8,043
		1919-20*	...	...	...	11,670	*b* 16·97	5·00	79
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	1915-16	...	...	...	208,933	13·55	4·47	*c* 1,516
		1916-17	...	...	...	211,871	13·82	4·17	*c* 1,220
		1917-18	...	...	...	209,880	13·87	4·22	*c* 1,186
		1918-19	...	..		229,462	16·00	4·97	*c* 572
		1919-20†	...	...	...	246,220	15·39	5·10	*c* 785
Burma	Bihar and Orissa.	1915-16	...	...	...	109,434	15·11	*a*	28,144
		1916-17	...	...	...	103,849	16·36	*a*	47,077
		1917-18	...	...	...	93,945	19·24	*a*	73,125
		1918-19	...	...	...	90,585	28·87	*a*	131,708
		1919-20	...	...	...	95,402	29·63	*a*	164,092
Dibru-Sadiya ...	Assam	1915-16	...	...	...	12,164	8·50	*a*	...
		1916-17	...	...	...	11,539	8·50	*a*	...
		1917-18	...	...	...	11,515	8·50	*a*	...
		1918-19	...	...	...	10,026	8·50	*a*	...
		1919-20	...	...	...	10,482	8·50	*a*	...
Eastern Bengal ...	Bengal and Bihar and Orissa.	1915-16	...	...	...	126,353	9·10	3·28	...
		1916-17	...	...	...	126,948	8·68	2·84	...
		1917-18	...	...	...	104,382	8·16	2·73	...
		1918-19	...	...	...	111,050	8·79	3·86	...
		1919-20	...	...	...	114,582	9·77	4·00	...
Gondal	Bengal and Bihar and Orissa.	1915-16	...	...	...	8,721	17·18	4·00	78
		1916-17	...	...	...	9,888	17·94	3·67	85
		1917-18	...	...	...	12,557	17·38	3·52	81
		1918-19	...	...	...	14,279	24·33	*a*	87
		1919-20	...	...	...	15,221	17·26	5·22	93
Hyderabad-Godavari Valley, Hingoli Branch, and Secunderabad-Gadwal.	Hyderabad ...	1915-16	...	...	...	30,525	8·61	5·42	...
		1916-17	...	...	...	29,315	8·89	5·75	...
		1917-18	...	...	...	32,198	9·04	5·75	...
		1918-19	...	...	...	41,150	9·34	5·75	...
		1919-20	...	...	...	45,413	9·43	5·75	...
Jamnagar ...	Bihar and Orissa	1915-16	...	...	...	1,510	15·84	2·62	15
		1916-17	...	...	...	1,995	16·13	2·46	16
		1917-18	...	...	...	1,842	18·11	4·16	16
		1918-19	...	...	...	2,405	18·94	5·00	16
		1919-20	...	...	...	2,264	19·43	5·39	12

DIX 14—*contd.*

per ton during the financial years 1915-16 to 1919-20.

where they differ from the corresponding figures in the earlier Reports.

and cost per ton.										
Wood.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.			*Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·91	53·24	43·82	884·97	218·44	
...	...	...	...	...	3·62	54·77	44·43	815·27	215·74	
...	...	...	...	...	3·61	53·95	43·52	725·66	203·57	
...	...	...	...	...	4·34	55·71	45·27	611·41	193·44	
...	...	...	...	...	4·88	54·53	44·41	696·96	202·21	
...	...	...	...	...	3·67	46·18	40·90	1,038·00	*a*	*a* Information not available.
...	...	...	...	...	4·00	40·78	36·71	794·00	*a*	
...	...	...	...	...	4·00	36·00	32·75	742·00	*a*	
...	...	...	...	...	4 50	41·09	37·38	757·00	*a*	
...	...	...	...	...	5 35	47·58	42·97	961·00	*a*	
13·44	13·44	...	...	...	*a*	35·10	31·06	879·56	200 71	*b* Excludes freight over h ome line.
12·45	12·45	...	...	...	*a*	37·49	32·82	963·32	204 31	
12·15	12·45	...	...	...	*a*	40·81	33·79	936·41	211·37	*Includes the results of the Dhrangadra Railway for the 1st half of 1919-20. Those for the 2nd half are included with the Bombay, Baroda and Central India Railway 3′ 3⅜″ gauge.
c 12·00	*a*	...	...	...	*a*	50·85	40·06	803·90	226·13	
c 12·00	*a*	...	...	...	*a*	54·13	42·82	1,035·37	256·22	
5·00	5·00				4·48	51·12	44·55	668·07	195·32	*c* Old sleepers used for lighting purposes.
5·00	5·00	...	...	...	4·18	52·43	45·46	608·74	191·87	
5·00	5·00	...	...	...	4·24	56·25	48·08	608·09	196·67	
5·41	5·06	...	...	...	4·98	57·79	49·24	499·47	186·30	
5·43	5·00	...	...	...	5·11	59·61	50·70	657·54	211·66	
6·07	5·07				*a*	51·11	40·88	694·58	183·28	†Includes the results of the Dhrangadra Railway for the 2nd half of 1919-20. Those for the 1st half are include with the Bhavna gar State railway.
6·04	5·04	...	...	...	*a*	51·71	41·36	608·21	173·14	
6·21	5·21	...	...	...	*a*	52·66	42·09	577·67	170·03	
5·72	4·72	16	47·82	*a*	*a*	56·03	44·39	568 83	177·71	
6·38	5·38	...	...	...	*a*	57·16	45 80	605·40	186·78	
...	...	...	...	...	*a*	86·23	56·94	*a*	*a*	
...	...	...	...	...	*a*	82·34	55·61	*a*	*a*	
...	...	...	...	...	*a*	81·13	57·02	*a*	*a*	
...	...	...	...	...	*a*	86·41	59·22	*a*	*a*	
...	...	...	...	...	*a*	91·02	60 83	*a*	*a*	
...	...	...	...	...	3·28	66·83	50·91	1 327·11	255·19	
...	...	...	...	...	2·84	68·95	52·32	1,212·58	252·51	
...	...	...	...	...	2·73	67·33	49·99	1,212·99	231·85	
...	...	...	...	...	3·96	71·91	53·27	1,104·52	244·29	
...	...	...	...	...	4·00	71·83	53·00	*a*	*a*	
11·67	11 67	...	...	...	4·06	42·17	36·67	1,109·42	250·83	
12·08	12·08	...	...	...	3·76	47·86	41·50	1,187·04	265·86	
12·00	12·00	...	...	...	3·54	58·69	50·69	1,347·65	321·06	
12·00	*a*	...	...	...	*a*	61·79	52·77	1,174·27	318·56	
12·00	12·00	...	...	...	4 29	65·12	54·60	1,3 6·96	345·74	
...	...	...	...	...	5·42	54·35	47·63	937·48	238·08	
...	...	...	...	...	5·75	58·64	51·27	1,171·12	255·89	
...	...	...	...	...	5·75	64·42	56 05	1,313·67	280·37	
...	...	...	...	...	5·75	73·20	63·47	1,245·82	309·73	
...	...	...	...	...	5·75	72·64	62·37	1,062·83	300·06	
10·35	10·35	...	...	...	2·66	44 79	37·19	1,603·05	269·62	
10·99	10·99	...	...	...	2·50	56·48	47·28	2,046·09	315·52	
11·04	11·04	...	...	...	4·24	53·41	43·15	1,900·13	324·75	
11·24	11·24	...	...	...	5·04	63·65	53·13	1,523 50	352·52	
11·05	11·05	...	...	...	5·41	59·43	50 14	1,464·31	324·41	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3' 3⅜" GAUGE—*concld.*									
Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	1915-16	...	...	...	63,614	11·16	2·41	316
		1916-17	...	...	...	63,747	10·33	3·29	290
		1917-18	...	...	...	65,091	12·07	3·52	337
		1918-19	...	...	...	61,654	12·92	4·40	511
		1919 20	...	...	...	54,454	15·27	5·00	287
Junagad State ...	Bihar and Orissa ...	1915-16	...	...	...	3,547	18·59	4·00	40
		1916-17	...	...	...	4,066	17·97	4·00	43
		1917-18	...	...	...	4,268	18·03	4·00	47
		1918-19	...	...	...	4,563	19·18	4·15	46
		1919 20	...	...	...	5,158	19·67	4·14	44
Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1915-16	...	...	...	160,741	12·99	5·66	53,125
		1916-17	...	...	...	178,263	13·06	5·70	40,703
		1917-18	...	...	...	175,415	13·34	5·81	41,385
		1918-19	...	...	...	180,283	13·29	5·87	42,220
		1919-20*	...	...	...	178,195	13·42	5·84	40,394
Morvi	Bengal	1915-16	...	...	...	2,939	16·00	3·50	45
		1916-17	...	...	...	2,731	16·00	3·50	31
		1917-18	...	...	...	3,198	15·41	3·70	45
		1918-19	...	...	...	5,246	17·70	3·69	50
		1919-20	...	...	...	5,858	18·00	5.25	85
Mysore-Arsikere ...	Bengal ...	1917-18	...	...	...	516	22·00	4·50	19
		1918-19	...	...	...	2,186	21·49	4·09	88
		1919-20b	...	...	...	67,994	*a*	*a*	180
Rohilkund and Kumaon.	Bihar and Orissa ...	1915-16	...	...	...	25,898	10·19	2·86	...
		1916-17	...	...	...	26,605	9·96	2·60	...
		1917-18	...	...	...	26,230	10·33	2·42	...
		1918-19	...	...	...	30,464	11·26	3·92	...
		1919-20	...	...	...	29,814	12·28	5·00	...
South Indian ...	Africa, Australia, and Bihar and Orissa.	1915-16	5,077	45·89	*a*	140,826	15·29	3·87	8,516
		1916-17	394	49·33	*a*	141,709	17·15	3·73	9,809
		1917-18	19	47·49	*a*	108,683	18·41	3·50	75,384
		1918-19	...	...	...	102,758	19·37	4·36	92,805
		1919-20	464	47·51	13·58	122,332	21·50	5·14	59,773
Udaipur-Chitorgarh...	Bihar and Orissa ...	1915-16	...	...	...	1,998	14·00	4·00	26
		1916-17	...	...	...	2,194	14·03	5·00	21
		1917-18	...	...	...	1,738	14·52	6·50	15
		1918-19	...	...	...	1,785	16·22	6·50	25
		1919-20	...	...	...	1,837	16·74	6·50	23
2' 6" GAUGE.									
Ahmadpur-Katwa ...	Bihar and Orissa ...	1917-18	...	...	...	750	8·31	4·25	...
		1918-19	...	...	...	1,219	6·75	4·25	...
		1919-20	...	...	...	1,124	6·50	4·09	...
Ambaji-Taranga Light	...	1919-20	...	...	...	107	24·90	*a*	9
Arakan Light ...	*a*	...	...	...	...	*a*	*a*	*a*	...
Arrah-Sasaram Light	*a*	...	...	...	...	*a*		*a*	...
Bangalore-Chik-Ballapur Light.	Bihar and Orissa ...	1915-16	...	...	...	369	20·00	4·81	...
		1916-17	...	...	...	*c*	*c*	*c*	...
		1917-18	...	...	...	*c*	*c*	*c*	...
		1918-19	...	...	...	*c*	*c*	*c*	...
		1919-20	...	...	...	*c*	*c*	*c*	...
Bankura-Damoodar River.	Bihar and Orissa ...	1916-17	...	...	...	356	4·50	2·50	...
		1917-18	...	...	...	2,071	6·00	4·25	...
		1918-19	...	...	...	2,724	5·75	4·25	...
		1919-20	...	...	...	3,162	5·85	4·26	...
Baraset-Basirhat Light.	*a*	...	...	...	...	*a*	*a*	*a*	...

DIX 14—*contd.*

per ton during the financial years 1915-16 to 1919-20.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.										
Wood.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal, and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
10·00	10·00	...	...	...	2·45	59·94	53·79	802·50	234·31	*a* Information not available.
10·05	10·05	...	...	...	3·49	54·89	49 24	799·38	220·10	
10·72	10·72	...	...	...	3·53	58·01	52·36	608·89	202·75	
11·92	11·92	...	...	...	4·42	55·36	49·69	545·58	191·51	
10·12	10·12	...	...	...	5·04	53·66	47·37	756·38	210·29	
10·00	10·00	...	...	...	4·10	41·48	35·32	1,034·93	231·09	
10·30	10·30	...	...	...	4·09	44·95	36·66	1,229·75	254·47	
9·07	9·07	...	...	...	4·11	46·67	37·88	1,100·16	259·69	
11·56	11·56	...	...	...	4·25	47·46	38·48	1,083·76	257·88	
9·93	9 93	...	...	...	4·21	54 58	44·95	1,273 02	294 14	
5·66	4·76	...	...	...	6·56	57·69	51·63	983·24	260·72	
5·57	4·79	...	...	...	6·22	61·64	54·81	1,022·62	278·15	* Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways for the 1st half of 19 9-20. Those for the 2nd half are included with the Mysore-Arsikere railway.
5·86	4·96	...	...	...	6·37	62·74	55·31	1,015·62	278·37	
6·90	6·15	...	...	...	6·69	64·92	56·81	1,014 61	288·10	
7·58	6 68	...	...	...	6·75	66·05	57·47	1,018·88	289 05	
8·50	*a*	...	...	...	*a*	36·37	35·31	*a*	*a*	
9·00	*a*	...	...	...	*a*	34·67	33 43	*a*	*a*	
8·50	*a*	...	...	...	*a*	40·26	38·67	*a*	*a*	
7·00	7·00	...	...	...	3·70	55·00	53·40	*a*	*a*	
11·20	11·20	...	...	...	5·30	61·20	60·40	*a*	*a*	
12·50	12·50	...	...	...	4·88	61·68	48·14	1,914·28	317·32	
12·50	12·50	...	...	...	4·50	47·86	47·27	1,053·83	215·06	(*b*) Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways for the 2nd half of 1919-20. Those for the 1st half are included with the Madras and Southern Mahratta railway (3′ 3⅜″ gauge.)
a	*a*	...	...	...	*a*	55·42	55·21	*a*	*a*	
...	...	...	...	...	2·86	48·91	39·20	1,032·74	232·69	
...	...	...	...	...	2·60	54·07	43·57	860·32	223·51	
...	...	...	...	...	2·42	56·54	44·42	760·53	218·08	
...	...	...	...	...	3·92	59·91	46·06	626·16	213·65	
...	...	...	...	...	5·00	61·05	47·39	800·29	235 96	
7·68	6·50	...	...	...	*a*	47·80	42·32	903·79	208·72	
6·54	6·46	...	...	...	*a*	47·55	41·78	882·42	203·07	
7·13	7·11	...	...	...	*a*	52·83	45·62	732·35	203·97	
7·08	7·06	...	...	...	7·88	57·92	49·88	820·43	223·87	
7·22	7·19	5	62 82	60·00	7 48	55·38	48·23	856·69	222·01	
7·05	7·05	...	...	...	4·00	42 51	39 97	1,703·99	250·71	
7·58	7·58	...	...	...	5·05	45·54	42·60	1,606·15	261·10	
7·20	7·20	...	...	...	6·54	42·59	39·51	1,977·77	259·59	
7·10	7·10	...	...	...	6·80	55·99	51·80	1,865·32	294·80	
7·62	7·62	...	...	...	6·80	55·43	51·11	1,543·37	262·20	
...	...	...	...	...	4·25	38·74	31·46	*a*	*a*	
...	...	...	...	...	4·25	38·46	28·24	*a*	*a*	
...	...	...	...	...	4·09	35 96	27·65	*a*	*a*	
16·06	16·06	...	...	...	*a*	21·40	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	4·84	36 59	30·87	*a*	*a*	
...	...	...	...	...	*c*	*c*	*c*	*c*	*c*	
...	...	...	...	...	*c*	*c*	*c*	*c*	*c*	† Included with the Kolar District Railway.
c	*c*	...	...	...	*c*	*c*	*c*	*c*	*c*	
c	*c*	...	...	...	*c*	*c*	*c*	*c*	*c*	
...	...	...	...	...	2·50	43·36	27·73	*a*	*a*	
...	...	...	...	...	4·25	44·60	35·85	*a*	*a*	
...	...	...	...	...	4·25	49 17	41·69	*a*	*a*	
...	...	...	...	...	4·26	52·75	42·42	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.	
Farsi Light ...	Bengal ...	1915 16	...	...	...	4,397	15·09	3 20	14
		1916-17	...	...	...	3,957	14·62	3 19	17
		1917-18	...	...	...	3,226	15·21	3·83	16
		1918-19	...	...	...	3,729	15·75	3·78	12
		1919-20	...	...	...	5,885	16·52	5 00	9
Bengal Provincial ...	Bihar and Orissa ...	1915-16	...	...	...	1,920	4·86	1 87	...
		1916-17	...	...	...	1,894	5·93	3·28	...
		1917-18	...	...	...	1,800	7·63	3·50	...
		1918-19	...	...	...	1,895	6·77	3·60	...
		1919-20	...	...	...	2,130	7·00	3·69	...
Bilimora-Kalamba, Bodeli-Chota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	Bihar and Orissa and Hyderabad.	1915-16	...	...	...	5,862	15·23	3·96	219
		1916-17	...	...	...	5,785	14·45	3·77	215
		1917-18	...	...	...	5,425	15·53	3·78	208
		1918-19	...	...	...	6,833	18·78	5·26	202
		1919-20	...	...	...	7,913	15·48	5·79	222
Bakhtiarpur-Bihar Light.	*a*	...	*a*	...	*a*	*a*	*a*	*a*	*a*
Burdwan-Katwa ...	Bihar and Orissa ...	1915-16	...	...	...	547	5·62	3·44	...
		1916-17	...	...	...	1,234	5·44	2·75	...
		1917-18	...	...	...	1,360	8·31	4·25	...
		1918-19	...	...	...	1,423	6 75	4.25	...
		1919-20	...	...	...	1,191	6·62	4·21	...
Champaner-Shivrajpur Pani Light.	Bihar and Orissa. Central India and Central Provinces.	1915-16	...	...	...	634	14·21	4·58	7
		1916-17	...	...	...	638	15·15	3 84	6
		1917-18	...	...	...	844	17·56	4·00	14
		1918-19	...	...	...	847	18·58	4·87	15
		1919-20	...	...	...	1,169	17·43	5·25	16
Cutch State ...	Bihar and Orissa ...	1915-16	...	...	...	407	22·88	*a*	1
		1916-17	...	...	...	245	21·12	*a*	...
		1917-18	...	...	...	398	27 00	*a*	...
		1918-19	...	...	...	*a*	*a*	*a*	...
		1919-20	...	...	...	*a*	*a*	*a*	...
Dehri-Rohtas Light	Bihar and Orissa ...	1915-16	...	...	...	1,112	7·06	3·75	...
		1916-17	...	...	...	1,133	7·08	3 75	...
		1917-18	...	...	...	1,309	7·62	4·25	...
		1918-19	...	...	...	2,099	11·00	7 00	...
		1919-20	...	...	...	2,439	9·31	5 75	...
Dholpur-Bari ...	Bihar and Orissa ...	1915 -16	...	...	...	643	12·36	4·25	2
		1916-17	...	...	...	699	10·42	4·37	2
		1917-18	...	...	...	939	12·15	5 66	3
		1918-19	...	...	...	916	13·76	6·60	3
		1919-20	...	...	...	1,207	13·44	6·39	2
Dhond-Baramati, Ellichpur-Yeotmal, Pachora-Jamner and Pulgaon-Arvi.	Bengal, Bihar and Orissa and Central Provinces.	1915-16	...	...	...	5,651	10·12	3·81	47
		1916-17	...	...	...	5,869	12·64	4 63	7
		1917-18	...	...	...	8,705	11·29	4·04	...
		1918-19	...	...	...	12,416	8·59	4·66	...
		1919-20	...	...	...	13,634	9·48	4·96	...
Godhra-Lunavada ...	Bihar and Orissa, Central India and Central Provinces.	1915-16	...	...	...	357	13·54	4·52	11
		1916-17	...	...	...	337	15·00	4·04	12
		1917-18	...	...	...	332	16·79	4·00	10
		1918-19	...	...	...	355	17·97	4·87	13
		1919-20	...	...	...	428	16·29	5·25	12
Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	Bihar and Orissa and the Central Provinces.	1915-16	...	...	...	45,489	6·54	3·84	...
		1916-17	...	...	...	47,029	5·80	3·73	...
		1917-18	...	...	...	48,658	6·15	3·84	...
		1918-19	...	...	...	51,745	6·76	4·09	...
		1919-20	...	...	...	51,881	7·08	4·07	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	Bihar and Orissa, Baluchistan and the Punjab.	1915-16	...	...	...	5,118	14·31	4·23	20
		1916-17	21	28·29	*b*13·88	4,875	13·88	3·83	22
		1917-18	6	28·60	*b*13·88	5,070	14·33	3·67	21
		1918-19	...	...	...	5,446	14·59	4·32	19
		1919-20	23	*a*	*a*	7,821	*a*	*a*	200

DIX 14—*contd.*

per ton during the financial years 1915-16 to 1919-20.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.										
Wood.		Oil-Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 0 55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
12·50	12·00	...	...	...	3·23	49·00	40·67	803·42	307·72	
12·98	12·50	...	...	...	3·21	42·62	37·30	740·65	275·21	
12·67	12·50	...	...	...	3·88	45·81	40·37	879·71	290·57	
12·50	12·50	...	...	...	3·77	53·06	44·04	953·33	312·10	
12·50	12·00	...	...	...	4·99	59·16	50·34	906·04	343·69	
...	...	...	...	...	1·87	36·43	34·39	*a*	*a*	
...	...	...	...	...	3·28	37·92	35·72	*a*	*a*	
...	...	...	...	...	3·50	38·42	35 93	*a*	*a*	
...	...	...	...	...	3 60	43·58	39·95	*a*	*a*	
...	...	...	...	...	3·69	45·87	40·28	*a*	*a*	
3·69	3·55	...	...	...	4·03	34·70	32·52	*a*	*a*	
3·42	3·31	...	...	...	3·96	34·60	31·14	*a*	*a*	
4·66	4·47	...	...	...	3·79	34·18	28·85	*a*	*a*	
5·16	4·89	...	...	...	5·34	41·18	33·18	*a*	*a*	
4·54	4·42	...	...	...	5·85	43·29	35·58	*a*	*a*	
a	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·44	42·20	38·49	*a*	*a*	
...	...	...	...	...	2·75	32·81	28·02	*a*	*a*	
...	...	...	...	...	4·25	41·78	33·93	*a*	*a*	
...	...	...	...	...	4·25	35 05	27·44	*a*	*a*	
...	...	...	...	...	4·21	35·49	27·82	*a*	*a*	
6·28	6·28	...	...	...	4 63	60·22	58·29	*a*	*a*	
10·97	10·97	...	...	...	3·86	49·85	45·92	*a*	*a*	
10·91	10·91	...	...	...	4·04	44·30	40·69	*a*	*a*	
7·64	6·90	...	...	...	4·96	49·55	45·39	*a*	*a*	
10·11	*a*	...	...	...	*a*	62·54	57·25	*a*	*a*	
13·20	*a*	...	...	*a*	*a*	32·33	25·37	*a*	*a*	
...	...	...	...	...	*a*	19·38	15·34	*a*	*a*	
...	...	...	...	...	*a*	16·67	13·00	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·75	69·19	*a*	*a*	*a*	
...	...	...	...	...	3·75	72·00	*a*	*a*	*a*	
...	...	...	...	...	4·25	*a*	*a*	*a*	*a*	
...	...	...	...	...	7·00	*a*	*a*	*a*	*a*	
...	...	...	...	...	5·75	*a*	*a*	*a*	*a*	
9·77	9·77	...	...	...	4·25	46·87	35·24	*a*	*a*	
10·00	10·00	...	...	...	4·40	45·91	37·06	*a*	*a*	
16·00	10·00	...	...	...	5·68	37·33	31·96	*a*	*a*	
10·57	10·57	...	...	...	6·62	36·35	32·70	*a*	*a*	
12·74	12·74	...	...	...	6·40	48·55	42·00	*a*	*a*	
8·67	5·70	...	...	...	3·87	70·81	64·63	*a*	*a*	
9·97	6·78	...	...	...	4·69	63·78	57·80	*a*	*a*	
...	...	...	...	...	4·04	75·65	69·84	*a*	*a*	
...	...	...	...	...	4·66	88·83	82·45	*a*	*a*	
...	...	...	...	...	4·96	93·38	86·72	*a*	*a*	
4·74	4·74	...	...	...	4·61	36·67	34·00	*a*	*a*	
4·95	4·95	...	...	...	4·05	38·86	34·53	*a*	*a*	
8·20	8·20	...	...	...	3·76	40·26	34·09	*a*	*a*	
10·13	8·68	...	...	...	5·12	41·91	36·19	*a*	*a*	
10·67	...	...	...	...	5·49	42·96	35·39	*a*	*a*	
...	...	...	...	...	3·84	83·34	65·35	3,809·61	793·36	
...	...	...	...	...	3·73	80·87	63·58	2,002·22	398·96	
...	...	...	...	...	3·84	80·03	62·83	2,131·06	426·78	
...	...	...	...	...	4·09	84·15	64·83	2,300·50	456·19	
...	...	...	...	...	4·07	82·66	63·01	2,135·55	447·86	
5·16	3·35	...	...	...	4·24	33·48	28·53	1,895·34	382·80	*b*
5·19	3·00	...	...	...	3·88	33·24	28·74	1,840·91	373·12	
5·12	3·29	...	...	...	3·69	37·95	32·45	2,256·90	415·80	
6·11	4·21	...	...	...	4·33	38·63	33·32	2,528·95	414·22	
a	*a*	...	...	...	*a*	52·54	41·91	4,109·83	691·40	

a Information not available.

b High rate is due to the consumption of only English Patent Fuel.

APPEN

Coal, wood and oil-fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by — Foreign coal. Actual quantity in tons.	Foreign coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal. Average cost per ton. At pit's mouth.	Indian coal. Actual quantity in tons.	Indian coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal. Average cost per ton. At pit's mouth.	Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
2'-6" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.	
Jessore-Jhenidah	Bihar and Orissa	1915-16	...	...	...	714	7·62	3·56	...
		1916-17	...	...	...	1,894	7·69	2·68	...
		1917-18	...	...	...	1,435	9·12	4·25	...
		1918-19	...	...	...	1,608	8·75	*a*	...
		1919-20	...	...	...	1,320	8·22	*a*	...
Kalighat-Falta ...	Bihar and Orissa	1917-18	...	...	...	806	9·12	4·25	...
		1918-19	...	...	...	1,856	8·00	*a*	...
		1919-20	...	...	...	2,090	10·25	*a*	...
Kalka-Simla ...	Bihar and Orissa, Baluchistan and the Punjab.	1915-16	...	...	...	7,018	15·75	4·23	76
		1916-17	...	...	...	7,998	15·87	3·83	117
		1917-18	...	...	...	8,303	15·54	3·67	124
		1918-19	...	...	...	9,412	15·82	4·82	151
		1919-20	...	...	...	10,142	*a*	*a*	...
Khulna-Bagirhaut	Bengal and Orissa ...	1918-19	...	...	...	161	10 85	4·03	...
		1919-20	...	...	...	454	8·60	4·31	...
Kolar District ...	Bihar and Orissa ...	1915-16	...	...	...	582	20·00	4·81	99
		1916-17	...	...	...	*b* 1,232	19·25	3·75	...
		1917-18	...	...	...	*b* 1,648	20·00	4·50	49
		1918-19	...	...	...	1,533	19·37	3 94	317
		1919-20	...	...	...	2,124	*a*	*a*	100
Madaya Light ...	*a*	...	...	...	...	*a*	*a*	*a*	...
Morappur-Hosur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1915-16	...	...	...	2,707	16·59	3·87	116
		1916-17	...	...	...	2,735	17·52	3·72	92
		1917-18	...	...	...	1,891	17·80	3·30	3,817
		1918-19	...	...	...	1,972	18·09	3·66	4,449
		1919-20	...	...	...	2,586	19·52	5·18	574
Morvi	Bengal and Bihar and Orissa.	1915-16	...	...	...	388	16·00	3·50	8
		1916-17	...	...	...	345	16·00	3·50	8
		1917-18	...	...	...	398	15·41	3·70	7
		1918-19	...	...	...	451	17·70	3·69	8
		1919-20	...	...	...	694	18·00	5·25	9
Nadiad-Kapadvanj...	Bihar and Orissa, Central India and Central Provinces.	1915-16	...	...	...	658	14·03	4·52	11
		1916-17	...	...	...	622	15·24	4·04	11
		1917-18	...	...	...	902	16·12	4·83	12
		1918-19	...	...	...	983	16·84	4·87	12
		1919-20	...	...	...	1,007	16·58	5·25	12
Powayan Light* ...	Bihar and Orissa ...	1915-16	...	...	...	810	10·94	2·58	...
		1916-17	...	...	...	807	10·59	2·37	...
		1917-18	...	...	...	781	9·91	2·27	...
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	*a*	*a*	*a*	...
Tezpore-Balipara ... Light.	Assam ...	1915-16	...	...	...	499	15·19	*a*	...
		1916-17	...	...	...	600	15·19	*a*	...
		1917-18	...	...	...	569	16·45	*a*	...
		1918-19	...	...	...	623	17·71	*a*	...
		1919-20	...	...	...	861	17·71	*a*	...
Trans-Indus (Kalabagh-Bannu).	Bihar and Orissa ...	1915-16	...	...	...	3,269	13·90	4·23	1
		1916-17	...	...	...	4,797	14·05	3·83	16
		1917 8	...	...	...	9,366	14·39	3·67	4
		1918-19	...	...	...	11,235	14·67	4·32	...
		1919-20	...	...	...	21,656	*a*	*a*	...

DIX 14—*contd.*

per ton during the financial years 1915-16 to 1919-20.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea, (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal, at the rate of 0·55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Wood.		Oil-Fuel.								
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·56	38·35	31·38	*a*	*a*	*a* Information not available.
...	...	...	...	...	2·68	39·13	25·29	*a*	*a*	
...	...	...	...	...	4·25	46·59	39·67	*a*	*a*	
...	...	...	...	...	*a*	40 00	27·17	*a*	*a*	
...	...	...	...	...	*a*	31·71	22·60	*a*	*a*	
...	...	...	...	...	4·25	36·84	25·83	*a*	*a*	
...	...	...	...	...	*a*	46·59	29·93	*a*	*a*	
...	...	—	...	...	*a*	38·50	30·88	*a*	*a*	
5·10	3·29	...	...	...	4·25	63·35	44 08	4,185·64	760·51	
5·47	3·28	...	...	...	3·86	66·69	47·47	4,252·41	743·66	
5·14	3·31	...	...	...	3·70	71·06	48·77	4,278·59	748·65	
7·27	5·37	...	...	...	4·38	67·80	47·48	3,757·09	776·88	
...	...	...	...	...	*a*	64·25	41·24	3,387·92	714·48	
...	...	...	...	...	4·03	32·73	22·19	*a*	*a*	
...	...	...	...	...	4·31	34·11	30·98	*a*	*a*	
7·00	7·00	...	...	...	5·62	64 28	50·19	*a*	*a*	*b.* Includes figures for the Bangalore-Chick Ballapur Light railway.
...	...	...	...	...	3·75	34·49	32·91	*a*	*a*	
12·50	12 50	...	...	...	4·81	35·91	31·29	*a*	*a*	
12·50	12·50	...	...	...	6·15	35·08	31·92	1,995 62	403·79	
a	*a*	...	...	...	*a*	40·90	33·90	2,233·69	469·30	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
8·05										
8·20	8·05	...	...	...	4·14	34·86	34·79	2,923·00	322·54	
7·13	8·20	...	...	...	3·94	35·19	35·18	2,605·07	327·27	
7·59	7·13	...	...	...	5·86	47·07	46·86	3,715·15	463·01	
7·64	7·59	...	...	...	10·92	50·77	50·69	3,497·80	478·97	
	7·64	...	...	...	6·32	38·59	38·49	2,408·54	350·69	
8·50										
9·00	*a*	...	...	...	*a*	24·50	21·93	*a*	*a*	
8·50	*a*	...	...	...	*a*	21·29	19·21	*a*	*a*	
7·00	*a*	...	...	...	*a*	25·24	21·67	*a*	*a*	
10·20	7·00	...	...	...	3·70	30·50	26·10	*a*	*a*	
	10 20	...	...	...	5·30	39·80	35·50	*a*	*a*	
6·31										
7·14	6·31	...	...	...	4·59	35·05	31·12	*a*	*a*	
9·62	7·14	...	...	...	4·06	33·91	29·16	*a*	*a*	
10·00	6·90	...	...	...	4 84	49·53	41·99	*a*	*a*	
11·81	7·70	...	...	...	4·94	53·61	45·52	*a*	*a*	
	a	...	...	...	*a*	55·11	46 84	*a*	*a*	
...	...	...	...	...	2·58	31·34	28·44	*a*	*a*	
...	...	...	...	...	2 37	31·09	28·06	*a*	*a*	
...	...	...	...	...	2·27	30·29	27·70	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	* Temporarily dismantled.
...	...	...	...	...	*a*	34·47	*a*	*a*	*a*	
...	...	...	...	...	*a*	35·93	*a*	*a*	*a*	
...	...	...	...	...	*a*	37·44	*a*	*a*	*a*	
...	...	...	...	...	*a*	40·28	*a*	*a*	*a*	
...	...	...	...	...	*a*	52 87	*a*	*a*	*a*	
4·81	3·00	...	...	...	4·23	64·01	51·57	1,970·85	423·65	
7·50	5·31	...	...	...	3·84	63·58	52·73	2,679 02	451·38	
7·53	5·75	...	...	...	3·67	76·27	59·82	3,218·70	554·62	
...	...	...	...	...	4·32	83·07	69·64	2,830·45	618·02	
...	...	...	...	...	*a*	100·13	78·19	3,199·41	681·73	

APPEN

Coal, wood and oil-fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply	Year.	Description of fuel with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity. in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
2′ 0″ GAUGE.									
Darjeeling-Himalayan	Bihar and Orissa ...	1915-16	...	...	...	6,820	10·00	3·50	...
		1916-17	...	...	...	8,103	10·50	3·00	...
		1917-18	...	...	...	8,205	10·50	3·00	...
		1918-19	...	...	...	9,289	11·38	5·00	...
		1919-20	...	...	...	9,135	11·38	5·00	...
Gwalior Light ...	Bihar and Orissa ...	1915-16	...	...	...	4,767	11·94	4·25	78
		1916-17	...	...	...	4,052	11·34	3·53	63
		1917-18	...	...	...	5,246	11·48	3·53	63
		1918-19	...	...	...	6,578	11·61	3·69	50
		1919-20	...	...	...	5,888	13·67	5·37	22
Howrah-Amta Light	*a*	...	...	...	...	*a*	*a*	*a*	...
Howrah-Sheakhala Light.	*a*	...	...	...	...	*a*	*a*	*a*	...
Jagadhri Light ...	Bihar and Orissa ...	1915-16	...	...	...	170	12·75	4·50	39
		1916-17	...	...	...	148	13·00	4·50	38
		1917-18	...	...	...	97	14·00	5·50	100
		1918-19	...	...	...	143	17·00	7·50	...
		1919-20	...	...	...	116	14·00	6·00	...
Jorhat (Provincial)	Assam ...	1915-16	...	...	...	1,486	13·77	8·97	...
		1916-17	...	...	...	1,558	14·61	9·81	...
		1917-18	...	...	...	1,672	15·45	10·65	...
		1918-19	...	...	...	1,342	17·86	12·36	...
		1919-20	...	...	...	1,192	17·86	12·36	...
Kulasekarapatnam Light.	Bihar and Orissa ...	1915-16	...	...	...	107	22·18	*a*	284
		1916-17	...	...	...	180	24·47	*a*	473
		1917-18	...	...	...	173	32·90	*a*	435
		1918-19	...	...	...	131	31·08	5·00	620
		1919-20	...	...	...	107	34·28	5·00	637
Matheran Light ...	Bengal and Bihar and Orissa.	1915-16	...	...	...	542	18·00	5·50	...
		1916-17	...	...	...	390	21·00	5·50	...
		1917-18	...	...	...	397	19·00	7·00	...
		1918-19	...	...	...	420	21·50	7·50	...
		1919-20	...	...	...	*a*	*a*	*a*	...
Pipar-Bilara Light .	Bihar and Orissa ...	1915-16	...	...	...	411	12·21	3·46	1
		1916-17	...	...	...	404	12·55	3·34	...
		1917-18	...	...	...	223	13·24	3·59	...
		1918-19	...	...	...	253	13·61	4·60	...
		1919-20	...	...	...	251	13·95	5·00	1
Tarikere-Narasimharajapura.	Bihar and Orissa ...	1916-17	...	...	...	71	21 69	3 75	...
		1917 18	...	...	...	198	20·00	4·50	8
		1918-19	...	...	...	286	22·36	4·12	14
		1919-20	...	...	...	254	*a*	*a*	19
Tumsar-Tirodi Light..	Bihar and Orissa ...	1917-18	...	...	...	3,048	8·87	3·15	...
		1918-19	...	...	...	2,180	9·96	3·28	...
		1919-20	...	...	...	2,702	10 36	3·42	...
TOTAL ...	...	1915-16*c*	40,959	...	...	5,143,108	...	...	112,732
		1916-17*b*	13,162	...	...	5,489,443	...	...	119,218
		1917-18*b*	3,620	...	...	5,616,725	...	...	243,450
		1918-19*b*	964	...	...	5,880,165	...	...	335,499
		1919-20*d*	360	...	...	6,055,492	...	...	322,422

DIX 14—*concld.*

per ton during the financial years 1915-16 to 1919-20.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.

Wood.		Oil-Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 0·55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·50	41·74	41·74	*a*	*a*	
...	...	...	...	...	3·00	39·33	32·34	*a*	*a*	
...	...	...	...	...	3·00	39·94	33·83	*a*	*a*	*a* Information not available.
...	...	...	...	...	5·00	59·48	53·24	*a*	*a*	
...	...	...	...	...	5·00	52·09	49·71	*a*	*a*	
6·00	6·00	...	...	...	5·12	44 93	38·87	*a*	*a*	
6·00	6·00	...	...	...	4·77	42·07	36·13	*a*	*a*	
6·00	6·00	...	...	...	4·77	46·64	40·56	*a*	*a*	
6·00	6·00	...	...	...	4·84	51·51	45·80	*a*	*a*	
6·00	6·00	...	...	...	5·68	55·14	48·63	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
11·00	11·00	...	...	...	7·75	29·00	14·50	*a*	*a*	
11·00	11·00	...	...	...	12·00	26·25	13·12	*a*	*a*	
11·00	10·00	...	...	...	18·12	18·92	9·46	*a*	*a*	
...	...	...	...	...	7·50	19·35	9·67	*a*	*a*	
...	...	...	...	...	6·00	20·42	10·21	*a*	*a*	
...	...	...	...	...	8·97	52 35	*a*	*a*	*a*	
...	...	...	...	...	9 81	66·56	*a*	*a*	*a*	
...	...	...	...	...	10·65	72·77	*a*	*a*	*a*	
...	...	...	...	...	12·36	72·77	*a*	*a*	*a*	*b* Excluding the Barasat-Basirhat, Bukhtiarpur-Bihar, Howrah-Amta, Howrah-Sheakhala, Arrah-Sasaram, Shahdara (Delhi)-Saharanpur Light and Madaya Light railways.
...	...	...	...	...	12·36	51·80	*a*	*a*	*a*	
8·02	7·50	...	...	...	*a*	27·08	*a*	*a*	*a*	
8·18	7·50	...	...	...	*a*	35·44	*a*	*a*	*a*	
8·91	7·75	...	...	...	*a*	29·14	*a*	*a*	*a*	
10·46	10·00	...	...	...	18·08	23·62	23·62	5,406·51	2,568·34	
11·85	10·00	...	...	...	19·10	19·30	19·30	6,869·57	2,226·86	
...	...	...	...	...	5·50	70·00	67·20	*a*	*a*	
...	...	...	...	...	5·50	67·25	65·50	*a*	*a*	
...	...	...	...	...	7·00	67·00	65·50	*a*	*a*	
...	...	...	...	...	5·50	64·60	60·00	*a*	*a*	
...	...	...	...	...		*a*	*a*	*a*	*a*	
10·00	10·00	...	...	...	3·46	39·24	39·24	1,950·02	884·95	
...	...	...	...	...	3·34	35·02	35·02	3,726·91	1,188·07	
...	...	...	...	...	3·59	33·29	33·29	2,817·50	976·74	
...	...	...	...	...	4·60	30·84	30·84	3,102·28	1,016·47	
9·25	9·25	...	...	...	5·02	23·51	23·49	2,303 93	769·06	
...	...	...	...	...	3·75	31·33	30·50	*a*	*a*	
6·50	6·50	...	...	...	4·68	25·65	21·45	*a*	*a*	
7·50	7·50	...	...	...	4·40	22·84	16·73	*a*	*a*	
a	*a*	...	...	...		27·70	19·30	*a*	*a*	
...	...	...	...	...	3·15	*a*	*a*	*a*	*a*	*c* Excluding the railways mentioned in note *b* and Tarikere-Narasimharajapura railway.
...	...	...	...	...	3·28	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·42	*a*	*a*	*a*	*a*	
...	...	2,638	...	...	...	...	...	...	...	*d* Excluding the railways mentioned in note *b* and Arakan, Powayan and Cutch State railways.
...	...	6,796	...	...	...	...	...	...	...	
...	...	29,800	...	...	...	...	...	...	...	
...	...	48,014	...	...	...	...	...	...	...	
...	...	53,018	...	...	...	...	...	...	...	

Quantity of Indian coal mined during the calendar years 1897 to 1919, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1897	1898	1899	1900	1901	1902	1903	1904
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	185,533	200,329	225,623	216,736	254,100	221,096	239,328	266,735
Baluchistan	12,043	13,373	15,822	23,281	24,656	33,889	46,909	49,867
Bengal	3,142,497	3,622,090	4,035,265	4,978,492	5,487,585	6,259,236	6,361,212	7,063,689
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma	11,472	6,975	8,105	10,228	12,466	13,802	9,806	1,105
Central India	124,778	134,726	164,569	164,489	164,362	171,538	193,277	185,774
Central Provinces	131,629	149,709	156,576	172,842	191,516	196,881	159,154	139,027
Kashmir	...	...	...	...	...	1,080	999	270
Madras	...	...	...	...	...	...	...	...
Nizam's Territory	365,559	394,622	401,216	469,291	421,218	455,424	362,733	419,546
North-West Frontier Province	...	...	...	...	...	...	...	...
Punjab	92,792	85,862	81,835	74,083	67,730	55,373	43,704	45,594
Rajputana (Bikaner)	...	511	4,249	9,250	12,094	16,503	21,764	45,078
United Provinces	...	...	...	...	...	...	...	...
Total ...	4,066,294	4,608,196	5,093,260	6,118,692	6,635,727	7,424,402	7,438,386	8,216,706
Quantity of Indian coal consumed by the locomotives on the railways in India.	1,328,120	1,418,241	1,560,771	1,859,061	1,956,631	2,091,992	2,209,989	2,447,941
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	731,742	737,689	672,311	1,030,709	1,157,892	974,602	1,235,318	1,447,867
To ports outside of India, including Burma	390,979	490,290	467,306	711,874	845,953	728,316	723,873	896,885
Quantity of foreign coal imported into India—								
From the United Kingdom	†210,257	†297,076	†406,451	†917,710	†112,519	†198,574	†133,711	†174,705
From other countries	†47,016	†34,209	†112,064	†43,939	†79,108	†20,773	†30,429	177,169

* The quantity of coal mined during these years has been included with the output of Bengal.
† Excludes the quantity of coal imported on Government Account.

DIX 15.

consumed by locomotives on the railways in India and quantity of Indian coal exported, quantity of foreign coal imported into India, during the calendar years 1897 to 1912 and years 1913-14 to 1919-20.

1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
277,065	285,490	295,795	275,224	305,563	287,236	294,893	297,160	270,862	305,160	311,298	287,315	301,480	294,484	291,734
41,725	42,164	42,488	45,212	52,449	52,614	45,707	54,386	52,932	48,284	43,607	42,163	40,765	43,125	34,326
7,234,103	8,617,820	9,993,348	11,559,911	10,660,811	10,778,530	11,468,904	4,306,129	4,649,995	4,424,557	4,975,460	4,992,376	4,631,571	5,302,295	5,777,632
*	*	*	*	*	*	*	9,126,385	10,227,552	10,661,062	10,718,155	10,767,683	11,932,419	13,180,033	15,119,813
...	1,222	...	...	...	...	...	...	...	...	25	...	...	...	1,500
157,701	170,292	178,588	155,107	121,546	130,400	143,557	149,921	148,078	152,906	139,680	200,285	198,407	199,975	182,141
147,265	92,848	134,088	213,789	288,100	220,437	211,616	233,998	235,651	244,745	253,118	287,832	371,498	481,470	497,021
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
454,294	467,024	414,221	444,211	442,892	506,173	505,380	487,652	552,133	555,991	586,824	615,290	630,629	659,122	662,196
...	...	...	90	96	90	140	50	90	94	60	75	215	240	20
62,622	73,119	60,749	54,794	37,208	49,189	30,575	38,409	51,040	54,303	7,911	47,449	49,869	50,418	46,893
42,964	32,372	28,062	21,297	11,449	12,744	14,761	18,251	18,781	17,211	17,796	13,841	6,045	11,384	14,760
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8,417,739	9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533	14,706,339	16,208,009	16,464,263	17,103,932	17,254,309	18,212,918	*20,722,493	22,628,037

								1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20
2,656,530	2,863,878	3,285,444	3,558,539	3,657,896	3,801,248	4,223,019	4,590,618	4,702,479	*4,948,375	*5,143,108	*5,489,443	5,616,725	5,880,165	6,055,492
1,635,263	1,830,793	1,865,056	2,124,642	1,716,823	1,851,322	1,604,086	1,757,075	1,844,485	1,469,714	396,230	72,487	26,103	13,423	104,773
1,144,680	1,394,732	1,040,242	1,045,695	912,154	1,391,248	1,253,971	1,325,238	1,203,478	1,041,339	1,345,569	1,258,994	45,746	240,456	833,595
†147,760	†199,215	†227,176	†179,483	†311,252	†261,316	†245,043	†144,804	210,955	177,037	31,957	6,250	Information not available.	15,561	8,410
†50,024	†27,150	†74,412	†211,840	†179,169	†54,744	†73,626	†415,987	553,103	242,953	104,623	45,069		60,397	31,247

Revised.

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh ...	East Indian and Bengal-Nagpur railways.	Bihar and Orissa.	1916-17	13,31,674	168,791	22,445	22,875	214,111
			1917-18	14,41,246	209,808	30,996	49,930	290,734
			1918-19	14,40,262	258,439	41,997	51,871	352,217
			1919-20	14,67,912	350,749	44,018	63,577	458,344
Kurhurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1915-16	38,51,274	654,347	35,854	120,897	811,098
			1916-17	31,39,247	604,405	12,553	147,834	764,792
			1917-18	30,74,667	546,521	9,903	147,581	704,005
			1918-19	30,08,520	615,639	66,784	101,744	784,167
			1919-20	29,99,869	631,822	82,112	93,027	806,961
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1915-16	9,26,073	45,896	3,817	†2,804	52,517
			1916-17	8,31,364	51,455	4,184	†668	56,307
			1917-18	7,61,920	63,268	10,194	†1,613	75,075
			1918-19	6,34,053	49,922	25,146	†2,213	77,281
			1919-20	10,29,370	60,018	25,405	1,249	86,672
Kargali	Great Indian Peninsula railway	Central Provinces.	1917-18	16,40,496	64,520	1,713	†4,580	70,813
			1918-19	10,62,429	167,371	*24,852	...	192,223
			1919-20	21,59,149	278,417	6,799	3,290	288,506
Khost	North Western railway.	Baluchistan	1915-16	2,17,887	228	*19	‡29,437	29,684
			1916-17	1,96,068	904	*79	‡28,753	29,736
			1917-18	1,98,374	478	42	‡24,457	24,977
			1918-19	2,19,183	5,763	*19	16,233	22,015
			1919-20	2,46,447	2,464	1,027	13,617	17,108
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1915-16	40,399	...	...	...	§15,305
			1916-17	37,369	...	...	...	§14,062
			1917-18	34,566	...	...	...	§12,035
			1918-19	31,974	...	...	...	§9,100
			1919-20	29,576	...	...	...	8,493
Sor	North Western railway.	Baluchistan	1918-19	1,74,694	40	...	‡709	749
			1919-20	8,95,127	3,290	80	1,527	4,897

* Nut coal.
‡ Mixed coal.
† Splint coal.
§ Pressed fuel.

DIX 16.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
217,535	*2,93,256	2,93,256	...	...	1,978	109	...	7	The decrease in the capital outlay in 1918-19 is due to credits to the Sinking Fund.
290,584	*5,59,373	5,59,373	...	...	2,236	130	...	2	
348,147	*6,80,346	6,80,346	...	...	2,893	122	1	10	
457,561	*9,91,580	9,91,580	...	...	3,500	131	2	4	
758,880	*14,23,489	14,23,489	...	...	8,084	100	4	1	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,754, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
792,615	*13,67,760	13,67,760	...	...	8,376	91	8	19	
705,842	*15,87,256	15,87,256	...	...	8,789	80	5	11	The decrease in the capital outlay in 1916-17 is due to credits to the Sinking Fund and the capital outlay on account of the Bokharo Joint Colliery having been shown separately.
782,427	*18,14,164	18,14,164	...	...	9,303	84	3	12	
768,529	*25,07,041	25,07,041	...	...	8,839	91	3	16	The decrease in the capital outlay in 1917-18, 1918-19 and 1919-20 is due to credits to the Sinking Fund.
53,571	2,67,563	4,42,547	—1,74,984	...	1,190	44	1	1	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904.
54,935	2,99,261	4,72,939	—1,73,678	...	1,233	46	...	2	The decrease in the capital outlay in 1915-16, 1916-17, 1917-18 and 1918-19, is due to credits to the Sinking Funds and also to credits on account of the value of bungalows dismantled in 1918-19.
72,304	3,98,999	5,76,191	—1,77,193	...	1,425	53	1	4	
80,120	4,70,731	6,64,743	—1,94,012	...	1,466	53	1	6	The increase in the capital outlay in 1919-20 is due to the inclusion of a credit of Rs. 4,06,322 on account of the Sinking Fund and Rs. 28,009 for cost of Briquitte plant sold to the Military Department.
84,944	4,52,892	7,41,935	—2,89,043	...	1,632	52	2	10	
70,813	1,80,506	1,65,373	15,133	0·92	1,950	37	1	2	This colliery was opened for working from 1st October 1917. Prior to that date, *i.e.*, while the colliery was under development, the cost of coal taken out and issued was debited and credited to capital outlay. (General Block Account.)
181,035	4,82,008	4,59,499	22,509	1·13	3,524	55	...	2	
296,193	7,44,504	7,22,687	21,817	1·01	3,205	90	3	1	
31,810	2,53,201	2,99,115	—46,914	...	700	42	3	5	The decrease in the capital outlay in 1915-16 was due to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery and the excess of the receipts of stores over the issues.
29,522	2,58,957	2,82,963	—24,006	...	632	47	1	3	
24,075	2,34,469	2,67,849	—33,380	...	540	46	5	5	The decrease in the capital outlay in 1916-17 was due to the Sinking Fund charge at annas 8 per ton on the total output and to the balance under Reserve Material Account having been reduced.
21,975	2,17,686	2,76,745	—59,059	...	510	43	1	...	
17,520	1,91,502	2,67,676	—76,174	...	614	28	1	3	
15,305	1,94,272	2,12,928	—18,656	...	28	547	...	...	The capital outlay is made up of the purchase money, Rs. 24,927 and the expenditure incurred from the date of purchase.
14,062	1,82,811	1,94,927	—12,116	...	21	670	...	...	
12,035	1,75,093	1,79,948	—4,855	...	21	573	1	...	The decrease in the capital outlay in 1916-17, 1917-18 1918-19, and 1919-20, was due chiefly to depreciation charges at 7½ per cent adjusted by credit to Block Account and debit to profits of the colliery.
9,100	1,45,593	1,76,706	—31,113	...	20	455	...	...	
8,493	1,53,165	1,52,906	259	·88	16	531	...	...	
660	†	‡	...	6·13	81	9	...	1	† Credited to the Block account.
4,135	55,05	1,73,658	—1,18,608	...	134	36	...	...	‡ Debited to the Block account.

*Coal issued to railway at cost price.

APPEN

Rolling-stock under different heads on each

Railway.	Engines.	Coaching					
		Saloons, Royal and State.			Reserved carriages.		
	Total No. on the line.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
5′ 6″ gauge.							
Bengal-Nagpur	516	...	...	...	36	...	5
Bombay, Baroda and Central India	361	...	...	...	27	5	5
Eastern Bengal	312	...	...	...	24	...	8
East Indian	1,257	...	...	2	61	2	8
Great Indian Peninsula	1,235	...	...	...	39	...	5
Madras and Southern Mahratta	271	...	1	1	13	11	1
Nizam's Guaranteed State	81	5	...	6	15	1	1
North Western	1,454	...	...	...	105	6	*35
Oudh and Rohilkhand	276	...	...	15	37	...	5
South Indian	142	...	...	...	5	2	...
Bombay Port Trust	28	...	...	...	...	...	...
Calcutta Port Commissioners'	58	...	...	...	...	...	...
Total	5,991	5	1	24	362	27	73
3′ 3¾″ gauge.							
Assam-Bengal	144	1	...	1	40	...	9
Bengal and North-Western	326	...	2	...	15	9	2
Bengal Dooars	16	...	...	...	4	1	...
Bhavnagar State	23	...	...	...	3	...	1
Bombay, Baroda and Central India	†584	...	...	1	33	...	11
Burma	320	...	...	2	37	2	18
Dibru-Sadiya	27	...	...	...	2	...	...
Eastern Bengal	239	...	...	1	19	10	6
Gondal	19	...	...	1	7	...	1
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	63	...	1	3	4	5	4
Jamnagar	6	...	...	...	2	...	...
Jodhpur-Bikaner	104	1	1	4	14	...	1
Junagad State	13	...	...	...	5	...	2
Madras and Southern Mahratta	307	...	...	7	13	...	7
Morvi	12	...	...	1	3	...	...
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	23	...	...	...	4	...	...
Rohilkund and Kumaon	62	...	...	...	5	4	...
South Indian	315	...	...	4	9	...	15
Udaipur-Chitorgarh	4	...	...	...	1	...	...
Total	2,607	2	4	25	220	31	77

* Includes 11 carriages for tourists.

† Includes 70 auxiliary water tanks used for locomotive purposes only.

DIX 17.

railway on the 31st March 1920.

VEHICLES.

Dining cars.			First class carriages.			Composite, 1st and 2nd class.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
...	...		23	...	...	47	...	42
...	...	6	1	...	6	22	4	56
...	...	2	10	...	4	38	...	36
...	...	9	51	...	20	39	...	105
...	...	21	67	...	29	82	...	28
...	...	4	23	...	4	52	...	13
...	...	...	7	...	...	11	...	4
...	...	*18	54	...	9	83	...	...
...	...	8	31	...	...	40	...	28
1	...	...	4	1	...	20	...	25
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
1	...	70	271	1	72	434	4	337
...	...	1	...	...	...	...	...	28
...	3	...	5	27	...	13	18	16
...	...	...	...	2	...	1	7	...
...	...	...	5	...	...	5	...	9
...	...	5	44	...	4	37	...	79
...	...	1	16	...	8	23	...	28
...	...	...	...	...	...	...	...	...
...	...	1	3	13	10	9	33	48
...	...	...	2	...	...	2	...	7
...	...	...	...	6	...	...	10	7
...	...	...	2	...	...	2	...	2
...	...	3	4	...	...	24	...	4
...	...	...	4	...	...	...	...	5
...	...	8	34	...	8	47	...	17
...	...	...	...	...	...	10	...	...
...	...	...	2	...	...	4	...	6
...	...	1	5	3	...	8	3	6
...	...	6	13	...	25	42	...	60
...	...	...	1	...	...	4	...	...
...	3	26	140	51	55	231	71	311

* Includes two dining cars for Indian passengers.

Rolling-stock under different heads on each

Railway.	ENGINES.	COACHING					
		SALOONS, ROYAL AND STATE.			RESERVED CARRIAGES.		
	Total No. on the line.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
2' 6" gauge.							
Ahmadpur-Katwa	4						
Ambaji-Taranga Light	2						
Arakan-Light...	3						
Arrah-Sasaram Light	5				1		
Bankura-Damodar River	6						
Baraset-Basirhat Light	7				1		
Barsi Light	17						1
Bengal Provincial	7				1		
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	28	2		1			1
Bukhtiarpur-Bihar Light	4						
Burdwan-Katwa	4						
Champaner-Shivrajpur-Pani Light...	4						
Cutch State	3						1
Dehri-Rohtas Light	4						1
Dholpur-Bari	4						1
Dhond-Baramati	2						
Eastern Bengal	10				2		
Ellichpur-Yeotmal	13						
Godhra-Lunavada	2						
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	111				9		8
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	27				3		1
Jessore-Jhenidah	6						
Kalighat-Falta	5						
Kalka-Simla	22				1		4
Kolar District and Bangalore-Chik Ballapur Light.	7			1	1		
Madaya Light	Information not available.						
Morappur-Hosur and Tirupattur-Krishnagiri	8						
Morvi	5				1		2
Mourbhanj State	3						
Nadiad-Kapadvanj	3						
Pachora-Jamner	2						
Parlakimedi Light	3			1			
Powayan Light*							
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway						
Shahdara (Delhi)-Saharanpur Light	8				1		
Tezpore-Balipara Light	4						
Trans-Indus (Kalabagh-Bannu)	26						1
Total	369	2		3	21		21
2' 0" gauge.							
Darjeeling-Himalayan	26				6		6
Gwalior Light	21			2			1
Howrah-Amta Light	16				1		
Howrah-Sheakhala Light	2						
Jagadhri Light	2						
Jorhat (Provincial)	9						
Kulasekarapatnam Light	6						
Matheran Light	Information not available						
Pipar-Bilara Light	2						
Tarikere-Narasimharajapura	4						
Tumsar-Tirodi Light	13						
Total	101			2	7		7
GRAND TOTAL	9,068	9	5	54	610	58	178

* Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1920.

VEHICLES.

Dining cars.			First class carriages.			Composite, 1st and 2nd class.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
...	...	...	...	...	...	3	...	...
...	...	...	...	...	...	1	...	...
...	...	...	...	...	...	...	...	...
...	...	...	2	...	...	...	...	...
...	...	...	...	...	...	4	...	...
...	...	...	3	...	...	...	...	...
...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	2	...	...
...	...	...	...	...	...	...	...	...
...	...	...	1	...	...	2	...	...
...	...	...	...	...	...	3	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	1	...	...	1
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	2	...	...	4	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	1	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	2	2	...	36
...	...	...	2	...	...	11	...	...
...	...	...	...	...	...	3	...	...
...	...	...	...	...	...	4	...	...
...	...	...	1	...	...	1	...	24
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	4
...	...	...	2	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	3	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	1	2	...	1
...	...	...	16	...	5	42	...	70
...	...	...	8	...	8	6	...	7
...	...	...	...	...	7	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	2	...	...	1	...	...	4
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	2	8	...	11	6	...	11
1	3	98	485	52	143	713	75	729

APPEN

Rolling-stock under different heads on each

Railway.	COACHING								
	Composite, 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.			Second class.		
	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
18	19	20	21	22	23	24	25	26	27
5′ 6″ gauge.									
Bengal-Nagpur	...	...	6	5	...	6	23	...	2
Bombay, Baroda and Central India	...	...	14	...	...	10	18	...	18
Eastern Bengal	...	...	...	1	...	59	10	...	2
East Indian	...	...	...	12	...	27	52	...	10
Great Indian Peninsula	2	...	125	...	...	*35	118	...	20
Madras and Southern Mahratta	...	...	23	3	...	25	32	4	2
Nizam's Guaranteed State	...	...	3	...	...	1	10	...	...
North Western	...	...	224	10	...	25	64	...	...
Oudh and Rohilkhand	...	...	...	4	...	41	28	...	...
South Indian	...	...	19	...	...	6	16	...	...
Bombay Port Trust	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
Total ...	2	...	414	35	...	235	371	4	54
3′ 3⅜″ gauge.									
Assam-Bengal	...	...	8	...	...	45	...	...	...
Bengal and North-Western	...	...	...	...	...	1	8	26	...
Bengal-Dooars	...	...	...	...	...	1	...	...	...
Bhavnagar State	...	...	...	...	...	1	5	...	...
Bombay, Baroda and Central India ...	...	...	43	...	...	8	31	...	...
Burma	...	...	49	...	...	29	25	...	...
Dibru-Sadiya	...	...	...	...	...	12	...	...	...
Eastern Bengal	...	...	...	...	...	59	3	...	...
Gondal	...	...	...	...	...	...	13	...	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	...	...	...	...	2	4	...	10	...
Jamnagar	...	...	...	...	...	...	1	...	...
Jodhpur-Bikaner	...	...	...	1	...	10	10	...	...
Junagad State	...	...	...	...	...	...	9	...	...
Madras and Southern Mahratta	...	...	15	...	...	16	27	...	8
Morvi	...	...	2	...	...	...	1	...	...
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	...	...	1	...	...	...	...	...	...
Rohilkund and Kumaon	...	...	2	...	...	4	2	3	...
South Indian	...	...	36	...	...	28	20	...	15
Udaipur-Chitorgarh	...	...	...	...	...	...	1	...	...
Total ...	...	...	156	1	2	218	156	39	23

* Includes 4 bogie composite restaurant and sleeping carriages.

DIX 17—*contd.*

railway on the 31st March 1920.

VEHICLES—*contd.*

Second class with postal accommodation.	Intermediate class.					Composite. Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.				
	4-wheeled.	6-wheeled.	Bogie.	Ambulance.						4-wheeled.	6-wheeled.	Bogie.	Ambulance.	
				4-wheeled.	Bogie.								4-wheeled.	Bogie.
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
...	21	...	28	...	...	20	3	...	...	228	...	269	22	...
...	...	...	...	...	...	...	...	...	...	62	12	356	8	9
...	16	...	8	6	...	77	6	4	...	131	...	148	...	...
...	47	...	45	...	...	155	...	8	...	516	...	287	98	...
22	...	...	...	...	...	17	...	...	...	495	...	304	12	100
...	4	...	...	...	...	12	...	...	...	260	...	86	46	...
...	...	...	...	...	...	...	...	...	...	24	...	15	...	...
...	98	...	17	...	...	263	...	...	...	225	...	323	380	281
...	31	...	4	...	...	76	...	1	2	73	...	41	145	123
...	...	...	...	...	...	...	...	...	...	56	...	88	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	217	...	102	6	...	620	9	18	2	2,070	12	1,917	711	513
...	...	...	...	...	...	15	...	...	...	...	...	151	...	...
...	...	32	...	...	...	84	...	...	...	194	343	220	...	...
...	...	...	...	...	...	8	...	...	...	3	16	6	...	...
2	...	...	...	...	...	...	...	...	...	45	...	20	...	...
...	22	...	4	...	...	11	3	...	...	405	...	513	4	4
...	...	...	...	...	...	...	...	...	...	270	...	281	10	1
...	...	...	...	...	...	...	...	...	...	5	3	12	...	...
...	35	...	10	...	...	75	2	2	...	169	...	237	...	...
2	...	...	...	...	...	...	...	...	...	33	...	12	...	...
...	...	...	...	...	...	...	...	...	...	...	50	28	...	...
...	...	...	...	...	...	...	..	...	...	14	...	3	...	...
...	20	...	3	...	...	...	...	...	...	59	...	69	...	...
1	...	...	...	...	...	...	...	...	...	12	...	14	...	...
...	...	...	...	...	...	10	...	...	...	209	...	172	1	...
3	...	...	...	...	...	...	...	...	...	28	...	9	...	...
...	...	...	...	...	...	...	...	...	...	12	...	27	...	...
...	3	...	...	...	...	10	...	7	...	67	29	52	...	...
...	...	...	...	...	...	...	...	...	...	235	1	584	...	...
...	...	...	...	...	...	2	...	...	...	24	...	...	...	...
8	80	32	17	...	...	215	5	9	...	1,784	442	2,410	15	5

APPEN

Rolling-stock under different heads on each

Railway.	COACHING									
	Composite, 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.			Second class.			Second class with postal accommodation.
	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	
18	19	20	21	22	23	24	25	26	27	28
2' 6" gauge.										
Ahmadpur-Katwa	...	...	...	...	...	...	...	...	...	...
Ambaji-Taranga Light	...	...	...	...	...	...	...	...	...	...
Arakan Light	...	...	...	...	...	2	...	...	...	...
Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...
Bankura-Damoodar River	...	...	...	...	...	...	...	...	...	...
Baraset-Basirhat Light	...	...	...	1	...	...	...	...	...	...
Barsi Light	...	...	...	...	...	6	...	...	...	...
Bengal Provincial	...	...	...	2	...	...	...	...	...	...
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso, and Rajpipla State.	...	...	...	...	...	13	1	...	11	...
Bukhtiarpur-Bihar Light	...	...	...	...	...	...	...	...	...	...
Burdwan-Katwa	...	...	...	...	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	...	...	...	...	...	2	...	...	...	...
Cutch State	...	...	...	...	...	1	...	...	...	...
Dehri-Rohtas Light	...	...	...	...	...	...	...	...	...	...
Dholpur-Bari	...	...	...	...	...	2	...	...	...	...
Dhond-Baramati	...	...	...	...	...	1	...	...	...	...
Eastern Bengal	...	...	...	5	...	...	...	...	...	...
Ellichpur-Yeotmal	...	...	...	...	...	12	...	...	...	...
Godhra-Lunavada	...	...	...	...	...	2	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	...	...	2	...	...	6	...	...	3	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	2	...	...	...
Jessore-Jhenidah	...	...	...	...	...	1	...	...	...	...
Kalighat-Falta	...	...	...	...	...	1	...	...	...	...
Kalka-Simla	...	...	4	...	...	...	2	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	...	...	4	...	...	...	...	...	...	...
Madaya Light	Information not available.				...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	...	...	...	...	...	6	...	...	...	...
Morvi	...	...	...	...	...	2	3	...	...	2
Mourbhanj State	...	...	...	...	...	2	...	...	...	...
Nadiad-Kapadvanj	...	...	...	...	...	2	...	...	...	...
Pachora-Jamner	...	...	...	...	...	1	...	...	...	...
Parlakimedi Light	...	...	...	...	...	1	...	...	...	...
Powayan Light*	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	...	...	...	...	Included with the Ellichpur-Yeotmal Railway					
Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
Tezpore-Balipara Light	...	...	...	...	...	5	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	8	...	...	...	...
Total	...	...	10	8	...	76	8	...	14	2
2' 0" gauge.										
Darjeeling-Himalayan	...	...	4	1	...	11	8	...	1	...
Gwalior Light*	...	...	...	...	...	4	6	...	1	...
Howrah-Amta Light	...	...	...	5	...	4	...	...	...	...
Howrah-Sheakhala Light	...	...	...	3	...	4	...	...	...	...
Jagadhri Light	...	...	...	1	...	...	...	...	...	...
Jorhat (Provincial)	1	...	...	...	...	...	...	...	...	...
Kulasekarapatnam Light	...	...	...	...	...	...	...	...	...	...
Matheran Light	Information not available.				...	...	...	...	...	...
Pipar-Bilara Light	...	...	...	...	...	2	...	...	...	...
Tarikere-Narasimharajapura	...	...	...	...	...	...	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...	...	...
Total	1	...	4	10	...	25	14	...	2	...
Grand total	3	...	584	54	2	554	549	43	93	32

*Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1920.

VEHICLES—*contd.*

Intermediate class.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.				
			Ambulance.									Ambulance.	
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.
29	30	31	32	33	34	35	36	37	38	39	40	41	42
2	...	...	...	...	...	...	...	...	12	...	...	...	...
...	...	...	...	...	...	...	...	...	4	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	...	...	...	...	2	...	...	...	14	...	...	...	...
3	...	...	...	...	1	...	...	...	15	...	...	...	...
5	...	...	...	...	1	...	...	...	27	...	3	...	...
...	...	...	...	...	...	...	...	...	...	...	32	...	...
...	...	...	...	...	3	...	...	...	15	...	2	...	...
...	...	...	...	...	...	...	...	87	...	...	...	...	...
3	...	...	...	...	...	...	...	...	12	...	...	...	...
3	...	...	...	...	...	...	...	...	13	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	2	...	...
...	...	...	...	...	...	...	...	4	...	...	...	...	...
...	...	...	...	...	1	...	...	...	4	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	3	...	...
...	...	...	...	...	...	...	...	...	...	...	2	...	...
2	...	...	...	...	1	...	...	20	20	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	18	...	...
...	...	...	...	...	...	...	...	...	...	...	4	...	...
...	...	3	...	...	27	...	...	...	14	...	194	...	...
8	...	...	...	...	...	...	...	...	39	...	23	...	5
...	...	...	...	...	2	...	...	...	5	...	2	...	...
3	...	...	...	...	...	...	...	...	26	...	3	...	...
...	...	...	...	...	6	...	...	...	4	...	17	...	...
...	...	...	...	...	...	...	...	...	...	...	11	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	18	...	...
...	...	...	...	...	...	...	...	...	10	...	11	...	...
...	...	...	...	...	...	...	...	...	...	...	5	...	...
...	...	...	...	...	...	...	...	...	...	...	5	...	...
...	...	...	...	...	...	...	...	...	...	...	1	...	...
...	...	...	...	...	...	...	...	2	...	...	6	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	...	...	...	...	...	...	...	...	27	...	...	...	...
...	...	...	...	...	...	...	...	9	...	...	...	...	...
...	...	...	...	...	3	...	...	...	6	...	28	...	15
34	...	3	...	...	47	...	...	122	267	...	389	...	20
...	...	...	...	...	...	...	...	...	29	...	18	...	...
...	...	...	...	...	...	...	...	...	24	...	18	...	...
8	...	...	...	...	...	...	...	...	79	...	8	...	...
3	...	...	...	...	...	...	...	...	16	...	4	...	...
...	...	...	...	...	...	...	...	...	3	...	...	...	...
...	...	2	...	...	4	...	...	...	...	...	14	...	...
...	...	...	...	...	...	...	...	...	1	...	18	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	2	...	1	...	...
...	...	...	...	...	...	...	...	...	...	...	3	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	...	2	...	...	4	...	...	...	154	...	84	...	...
842	32	124	6	...	886	14	22	124	4,275	454	4,800	726	538

APPEN

Rolling-stock under different heads on each

Railway.	COACHING									
	THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.	Brake-vans (used exclusively on passenger service).	BRAKE-VANS WITH		Brake-vans fitted with postal compartments.
	4-wheeled.	6-wheeled.	Bogie.	Ambulance. 4-wheeled.	Ambulance. Bogie.			Intermediate class.	Third class.	
43	44	45	46	47	48	49	50	51	52	53
5' 6" gauge.										
Bengal-Nagpur	64	...	...	...	...	16	32	7	58	...
Bombay, Baroda and Central India	4	...	15	...	...	25	64	6	31	...
Eastern Bengal	22	...	31	...	...	5	23	18	...	...
East Indian	16	...	30	...	...	52	161	18	117	...
Great Indian Peninsula	100	...	...	22	10	29	178	1	126	32
Madras and Southern Mahratta	62	...	...	...	...	13	...	...	87	...
Nizam's Guaranteed State	...	...	...	...	...	4	17	...	9	...
North Western	6	...	...	...	...	78	357	...	147	7
Oudh and Rohilkhand	2	...	7	8	...	31	183	...	10	...
South Indian	23	...	8	...	...	9	...	...	29	3
Bombay Port Trust	...	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...	...
Total ...	299	...	91	30	10	262	1,015	50	614	42
3' 3⅜" gauge.										
Assam-Bengal	...	...	...	...	...	23	...	103	...	...
Bengal and North-Western	...	...	...	...	...	23	...	...	2	...
Bengal Dooars	...	...	...	...	...	4	...	...	...	...
Bhavnagar State	...	...	...	...	...	1	14	...	3	...
Bombay, Baroda and Central India ...	25	...	...	...	...	41	17	...	92	...
Burma	18	...	21	...	13	60	...	...	84	...
Dibru-Sadiya	...	...	...	...	...	1	8	...	...	...
Eastern Bengal	...	...	2	...	...	16	49	2	...	...
Gondal	2	...	1	...	...	1	7	...	3	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	...	2	1	...	...	5	19	...	10	...
Jamnagar	...	...	...	...	...	1	4	...	...	...
Jodhpur-Bikaner	1	...	...	...	...	17	6	...	9	...
Junagad State	1	...	...	...	...	1	3	...	4	...
Madras and Southern Mahratta	170	...	19	2	...	34	...	...	274	...
Morvi	1	...	...	...	...	1	5	...	3	...
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	23	...	...	...	...	4	...	...	6	...
Rohilkund and Kumaon	2	...	...	...	...	1	...	...	6	10
South Indian	...	...	83	...	...	42	55	...	110	...
Udaipur-Chittorgarh	2	...	...	...	...	1	...	...	...	...
Total ...	245	2	127	2	13	277	187	105	606	10

DIX 17—*contd.*

railway on the 31st March 1920.

VEHICLES—*concld.*												LOWER CLASS CARRIAGE PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.
54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	14	...	20	36	29	...	...	...	...	35	1,104	49	252	108	509
...	...	...	18	31	98	...	...	...	2	...	933	...	358	63	421
1	2	...	9	22	55	8	10	29	...	68	893	13	146	100	259
13	...	...	69	100	81	10	...	6	1	161	2,389	84	443	317	844
6	6	5	70	120	147	...	...	...	...	...	2,373	...	608	222	830
...	...	...	27	27	47	...	...	...	...	...	883	4	312	109	425
...	...	...	4	15	1	...	...	...	...	11	164	...	39	14	53
...	...	23	67	139	110	54	...	2	58	27	3,315	115	1,215	500	1,830
...	3	...	22	80	21	...	...	...	8	6	1,109	35	396	159	590
4	...	...	13	18	13	...	...	...	...	1	364	...	112	49	161
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	25	28	319	608	602	72	10	37	69	309	13,527	300	3,931	1,641	5,922
...	...	...	11	20	14	...	...	3	4	...	477	...	129	176	305
...	...	...	5	30	1	...	...	...	...	...	1,079	32	217	89	338
...	...	...	...	1	...	...	...	...	...	...	54	...	6	8	14
...	...	...	2	5	...	...	...	...	...	...	121	...	52	1	53
...	...	2	38	84	17	...	...	...	2	4	1,578	26	633	178	837
...	...	3	1	37	16	...	...	...	1	98	1,152	...	399	143	542
...	...	...	...	7	...	...	...	...	...	...	50	...	17	12	29
3	2	...	5	32	87	...	...	23	...	44	1,005	35	377	137	549
...	3	...	3	2	...	...	...	...	...	...	102	...	43	4	47
...	...	...	2	12	...	...	...	...	...	...	185	...	78	18	96
...	...	...	...	1	...	...	...	...	...	...	32	...	7	1	8
...	...	...	4	14	...	...	...	...	1	3	283	23	129	37	189
...	...	...	2	3	...	...	...	...	...	...	66	...	20	1	21
...	...	6	18	43	19	...	...	...	...	11	1,195	...	445	231	676
...	...	...	1	4	1	...	...	...	...	...	73	...	38	4	42
...	...	...	4	4	5	...	...	...	...	...	102	...	62	10	72
...	...	...	...	12	...	...	...	...	...	3	248	...	54	30	84
...	...	...	8	24	16	...	...	...	...	48	1,479	...	448	73	521
...	...	...	...	1	...	...	...	...	...	...	37	...	26	3	29
3	5	11	104	336	176	...	...	26	8	211	9,318	116	3,180	1,156	4,452

Rolling-stock under different heads on each

Railway.	COACHING									
	THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.	Brake-vans (used exclusively on passenger service).	BRAKE-VANS WITH		Brake-vans fitted with postal compartments.
	4-wheeled.	6-wheeled.	Bogie.	Ambulance.				Intermediate class.	Third class.	
				4 wheeled.	Bogie.					
43	44	45	46	47	48	49	50	51	52	53
2' 6" gauge.										
Ahmadpur-Katwa	...	...	...	...	...	2	...	...	...	...
Ambaji-Taranga Light	...	...	...	...	...	...	...	...	...	...
Arakan Light	...	...	7	...	...	1	...	...	...	...
Arrah-Sasaram Light	...	...	...	...	...	2	...	...	...	...
Bankura-Damoodar River	...	...	...	...	...	4	...	...	...	...
Baraset-Basirhat Light	...	...	...	...	...	1	3	...	3	...
Parsi Light	...	...	2	...	...	...	...	...	...	4
Bengal Provincial	...	...	2	...	...	...	2	2	...	...
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	...	...	...	...	...	...	...	...	3	...
Bukhtiarpur-Bihar Light	...	...	...	...	...	1	3	...	...	...
Burdwan-Katwa	...	...	...	...	...	3	...	...	...	...
Champaner-Shivrajpur-Pani Light	...	...	...	...	...	...	...	...	...	...
Cutch State	...	...	...	...	...	...	...	...	...	2
Debri-Rohtas Light	...	...	...	...	...	...	...	...	3	...
Dholpur-Bari	...	...	2	...	...	...	...	...	...	...
Dhond-Baramati	...	...	2	...	...	...	...	...	...	...
Eastern Bengal	8	...	...	...	...	2	...	2	...	...
Ellichpur-Yeotmal	...	...	1	...	...	...	...	...	...	...
Godhra Lunavada	...	...	...	...	...	...	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	...	...	...	...	...	40	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	2	...	...	9
Jessore-Jhenidah	...	...	...	...	...	2	...	3	1	...
Kalighat-Falta	...	...	1	...	...	...	...	...	...	...
Kalka-Simla	...	...	6	...	...	...	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	...	...	3	...	...	...	...	...	...	...
Madaya Light	Information not available.					...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	...	...	...	...	...	...	...	...	11	...
Morvi	...	...	...	...	...	2	3	...	...	...
Mourbhanj State	...	...	...	...	...	...	...	...	...	2
Nadiad-Kapadvanj	...	...	...	...	...	...	...	...	...	...
Pachora-Jamner	...	...	1	...	...	...	...	...	...	...
Parlakimedi Light	...	...	...	...	...	...	3	...	...	...
Powayan Light *	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway.						...	...	...	...
Shahdara (Delhi)-Saharanpur Light ...	6	...	...	...	...	3	...	...	...	...
Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	3	3	...	4	...
Total ...	14	...	27	...	...	26	19	7	65	17
2' 0" gauge.										
Darjeeling-Himalayan	4	...	2	...	...	1	...	...	2	1
Gwalior Light	...	...	...	...	...	...	...	...	16	...
Howrah-Amta Light	...	...	...	...	...	...	13	...	...	...
Howrah-Sheakhala Light	...	...	...	...	...	...	1	...	...	...
Jagadhri Light	...	...	...	...	...	...	...	...	...	...
Jorhat (Provincial)	...	...	...	...	...	2	...	...	...	...
Kulasekarapatnam Light	...	...	...	...	...	...	...	...	...	...
Matheran Light	Information not available.					...	...	...	...	...
Pipar-Bilara Light	...	...	...	...	...	...	...	...	...	...
Tarikere-Narasimharajapura	...	...	...	...	...	...	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...	...	...
Total ...	4	...	2	...	...	3	14	...	18	1
GRAND TOTAL ...	562	2	247	32	23	568	1,235	162	1,303	70

* Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1920.

VEHICLES—*concld.*												LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
Postal vans.	Composite, postal and other carriages	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.
54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	...	...	...	...	...	...	...	...	...	...	19	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	27	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	48	3	1	...	4
...	...	...	...	...	...	...	...	...	...	...	49	...	7	...	7
...	...	...	...	...	...	...	...	...	...	...	81	...	...	...	...
...	...	...	...	2	...	...	...	...	...	1	122	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	4	...	2	2	4
...	...	...	...	...	...	...	...	...	...	...	9	...	3	...	3
...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...
...	...	...	...	...	1	...	...	...	...	...	9	...	5	2	7
...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...
...	...	...	...	...	...	...	...	...	...	1	69	...	...	...	...
...	...	...	...	1	...	...	...	...	...	...	33	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	6	...	4	2	6
...	11	...	...	6	...	...	...	...	...	...	363	3	162	35	200
...	...	...	...	...	...	...	...	...	...	...	105	...	4	...	4
...	...	...	...	...	...	...	...	2	...	...	21	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	38	...	...	...	...
3	11	...	...	...	6	6	...	...	1	...	97	...	23	17	40
...	...	...	...	...	...	...	...	...	...	...	20	...	3	2	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	35	...	8	10	18
...	...	...	...	2	...	...	...	...	...	...	42	...	6	4	10
...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	7	...	5	2	7
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	43	3	...	...	3
...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...
...	...	...	...	3	...	6	...	...	...	...	84	...	43	18	61
3	22	...	...	14	7	12	...	2	1	2	1,418	9	276	94	379
...	3	...	...	...	4	2	...	6	...	5	138	...	8	...	8
...	...	...	4	3	...	...	...	...	1	1	88	...	5	5	10
...	...	...	...	...	...	...	...	...	...	...	118	...	6	...	6
...	...	...	...	...	...	...	...	...	...	...	31	...	2	...	2
...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...
...	...	...	...	...	4	...	...	...	...	...	34	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	19	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
...	3	...	4	3	8	2	...	6	1	7	441	...	21	5	26
30	55	39	427	961	793	86	10	71	79	529	24,704	425	7,458	2,896	10,779

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Railway.	GOODS							
	Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
	Ordinary.	Military.	Ordinary.	Military.				
70	71	72	73	74	75	76	77	78
5' 6" gauge.								
Bengal-Nagpur	...	...	4,893	1,574	219	...	...	728
Bombay, Baroda and Central India ...	...	...	4,254	1,209	...	1,785	...	188
Eastern Bengal	...	...	3,943	1,929	...	218	...	...
East Indian	...	...	14,480	7,016	...	8,105	...	...
Great Indian Peninsula	501	...	7,234	4,485	121	3,869	...	...
Madras and Southern Mahratta	...	...	1,924	935	...	1,169	...	...
Nizam's Guaranteed State	...	...	103	410	1	1,143	...	...
North Western	...	612	14,893	6,953	70	2,671	...	...
Oudh and Rohilkhand	...	...	3,732	3,560	...	...	...	...
South Indian	...	...	555	356	...	440	...	...
Bombay Port Trust	...	...	172	...	...	11	...	250
Calcutta Port Commissioners	...	...	999	...	...	180	1	...
Total ...	501	612	57,182	28,427	411	19,591	1	1,166
3' 3⅜" gauge.								
Assam-Bengal	100	...	2,949	...	55	189	...	...
Bengal and North-Western	196	...	5,325	1,544	...	...	...	...
Bengal Dooars	...	...	361	...	...	...	...	...
Bhavnagar State	...	...	82	89	...	12	...	...
Bombay, Baroda and Central India ...	474	...	3,500	2,234	...	113	...	192
Burma	508	87	4,262	...	4	45	...	296
Dibru-Sadiya	...	...	332	...	...	773	...	...
Eastern Bengal	1,396	...	1,772	507	2	...	...	...
Gondal	...	...	98	36	...	9	...	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	...	...	388	237	2	271	...	...
Jamnagar	...	...	40	...	...	...	...	...
Jodhpur-Bikaner	5	...	1,669	50	...	...	...	...
Junagad State	...	...	52	...	...	4	...	...
Madras and Southern Mahratta	127	...	4,534	220	53	134	178	264
Morvi	...	...	29	...	15	70	...	...
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	11	...	180	...	...	42	4	21
Rohilkund and Kumaon	...	...	1,493	247	...	...	...	...
South Indian	981	...	1,212	270	214	568	6	...
Udaipur-Chitorgarh	...	...	33	8	...	...	...	...
Total ...	3,798	87	28,311	5,442	345	2,230	188	773

DIX 17—*contd.*

railway on the 31st March 1920.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.	
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.
79	80	81	82	83	84	85	86	87	88	89	90
...	...	178	17	7,155	30	23	...	6	110	116	118
...	195	26	...	761	...	23	...	14	2	...	...
...	...	492	417	...	1	17	...	5	7	45	51
...	...	2,115	1,525	619	25	55	193	31	200	...	...
...	...	32	...	586	...	63	14	34	239	...	44
...	...	...	209	...	1	21	4	13	132	...	...
...	...	...	...	...	...	2	...	...	10	...	4
...	242	1,368	695	...	...	...	12	88	541	...	...
...	...	44	258	180	...	9	...	8	166	...	...
...	...	...	...	...	...	3	...	13	222	...	...
...	...	107	...	...	...	...	2	...	...	...	6
...	...	277	...	...	...	2	64	...	4	2	20
...	437	4,739	3,121	9,301	57	218	289	212	1,633	163	243
...	...	423	...	...	4	5	...	3	104	...	...
...	23	466	25	*150	...	...	2	1	292	...	...
...	...	48	...	...	6	1	...	...	32	...	...
11	...	239	...	...	3	...	...	2	10	...	...
10	701	88	482	324	...	19	...	35	47	...	...
95	...	239	...	38	289	15	...	12	100	211	150
...	...	42	...	...	...	...	...	...	88	...	...
...	...	348	288	...	...	11	131	2	147	...	...
7	...	198	...	...	2	2	...	1	9	...	...
...	...	...	...	...	...	3	...	...	20	...	1
...	...	40	...	...	...	...	...	...	...	...	...
186	...	158	...	...	35	1	...	4	...	...	...
2	...	137	...	...	2	...	...	2	3	...	...
...	...	71	150	350	...	16	47	13	119	30	...
2	...	...	...	...	2	1	...	1	...	...	...
...	...	34	...	...	1	1	...	2	5	3	
...	...	160	...	...	...	7	...	2	76	...	...
27	...	...	...	30	...	...	...	9	119	...	...
...	...	10	...	...	...	...	...	...	...	...	...
340	729	2,701	945	892	344	82	180	89	1,171	244	154

* These are 5'-6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Railway.	GOODS							
	COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEELED.		High-sided wagons, bogie.	High-sided wagons 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
	Ordinary.	Military.	Ordinary.	Military.				
70	71	72	73	74	75	76	77	78
2' 6" gauge.								
Ahmadpur-Katwa	...	...	6	...	...	...	...	...
Ambaji-Taranga Light	...	...	4	...	...	...	...	...
Arakan Light	2	...	...	...	...	...	...	...
Arrah-Sasaram Light	...	...	27	...	...	...	...	...
Bankura-Damoodar River	...	...	35	...	...	...	...	...
Barasat-Basirhat Light	...	...	6	...	...	39	...	...
Barsi Light	127	...	...	...	7	...	...	...
Bengal Provincial	2	...	23	...	...	...	...	...
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's-Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	...	...	217	...	...	...	...	...
Bukhtiarpur-Bihar Light	...	...	18	...	4	34	...	...
Burdwan-Katwa	...	...	25	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	5	...	...	...	6	...	6	1
Cutch State	5	...	...	...	...	15	...	...
Dehri-Rohtas Light	...	...	37	...	...	...	...	...
Dholpur-Bari	8	...	...	...	5	10	...	...
Dhond-Baramati	9	...	...	...	6	...	...	...
Eastern Bengal	...	...	69	...	...	...	...	...
Ellichpur-Yeotmal	88	...	2	...	26	...	...	...
Godhra-Lunavada	8	...	...	...	1	...	7	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	236	415	20	...	...	...	453	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	49	...	108	...	23	39	...	...
Jessore-Jhenidah	...	...	26	...	...	4	...	...
Kalighat-Falta	...	...	30	...	...	...	...	...
Kalka-Simla	49	...	23	...	45	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	10	...	14	...	3	4	...	...
Madaya Light	Information not available ...			...	...	...	...	...
Morappur Hosur and Tirupattur-Krishnagiri ...	30	...	...	...	48	...	...	...
Morvi	8	...	4	...	9	...	...	...
Mourbhanj State	6	...	2	...	...	...	...	...
Nadiad-Kapadvanj	12	...	...	...	...	...	16	...
Pachora-Jamner	10	...	...	...	...	...	...	...
Partakimedi Light	4	...	...	...	...	...	...	...
Powayan Light*	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway.					...	...	...
Shahdara (Delhi)-Saharanpur Light ...	...	...	168	...	...	...	...	...
Tezpore-Balipara Light	...	...	46	...	2	30	...	...
Trans-Indus (Kalabagh-Bannu)	133	11	24	...	49	...	...	...
Total ...	801	426	934	...	234	175	482	1
2' 0" gauge.								
Darjeeling-Himalayan	63	...	227	...	18	...	...	...
Gwalior Light	59	...	178	...	16	62	...	...
Howrah-Amta Light	...	...	14	...	10	49	...	...
Howrah-Sheakhala Light	...	...	9	...	...	4	...	...
Jagadhri Light	...	...	1	...	...	...	...	...
Jorhat (Provincial)	55	...	...	...	23	...	...	...
Kulasekarapatnam Light	...	...	...	...	...	...	...	36
Matheran Light	Information not available.			...	...	...	...	...
Pipar-Bilara Light	...	...	1	...	4	...	...	...
Tarikere-Narasimharajapura	2	...	...	...	...	...	...	...
Tumsar-Tirodi *Light*	...	...	...	...	...	...	...	...
Total ...	179	...	430	...	71	115	...	36
GRAND TOTAL ...	5,279	1,125	86,857	33,869	1,061	22,111	671	1,976

* Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1920.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.	
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.
79	80	81	82	83	84	85	86	87	88	89	90
		16					4		1		
6											
		20									
		35									
49											
307		41 90						1			
		12									
		11									
13		64						1			
12		60									
		55									
							1				
25		30		195		5		2	43		
		2					12	2	7		
		8					2		2		
		15									
		1						1	4		
		12							2		
38											
10		1						1			
12		2							2		
		36							2		
7		27					5		5 6		
479		558		195		5	24	9	74		
2		82 4			4	1	3		9		
7		6		12			3		1		
1		2 400					24		8		
10		494		12	4	1	30		18		
829	1,166	8,492	4,066	10,400	405	806	523	310	2,896	407	387

APPEN

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—*concld.*							
	Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas-holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
91	92	93	94	95	96	97	98	99
5' 6" gauge.								
Bengal-Nagpur	75	313	140	...	20	24	240	15,979
Bombay, Baroda and Central India	683	243	40	36	11	18	263	9,751
Eastern Bengal	180	136	71	12	4	12	97	7,637
East Indian	589	959	196	1	11	34	66	36,320
Great Indian Peninsula	467	886	107	11	23	87	63	18,886
Madras and Southern Mahratta	95	231	68	7	13	16	24	4,862
Nizam's Guaranteed State	101	39	...	4	1	2	12	1,832
North Western	360	521	153	118	35	68	15	29,415
Oudh and Rohilkhand	110	61	14	...	10	22	32	8,206
South Indian	61	70	7	...	6	4	2	1,739
Bombay Port Trust	...	1	1	...	...	...	...	550
Calcutta Port Commissioners'	5	1	...	...	...	4	...	1,559
Total ...	2,746	3,451	797	189	134	291	814	136,736
3' 3⅜" gauge.								
Assam-Bengal	170	12	28	...	11	16	35	4,104
Bengal and North-Western	...	279	15	...	...	20	9	8,352
Bengal Dooars	...	16	...	...	...	3	...	467
Bhavnagar State	40	8	1	1	...	1	6	505
Bombay, Baroda and Central India	372	280	27	...	...	19	37	8,954
Burma	247	164	29	19	...	36	82	7,628
Dibru-Sadiya	...	15	6	...	...	2	18	1,276
Eastern Bengal	150	91	24	...	7	15	126	5,017
Gondal	25	8	1	...	...	1	53	450
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	109	29	2	1	2	3	12	1,080
Jamnagar	...	...	...	...	...	...	...	80
Jodhpur-Bikaner	...	69	8	45	...	...	...	2,230
Junagad State	7	3	...	...	...	1	1	214
Madras and Southern Mahratta	50	83	45	45	36	22	23	6,610
Morvi	...	2	...	...	...	...	...	122
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	...	5	...	...	...	6	...	318
Rohilkund and Kumaon	...	50	...	...	...	11	11	2,057
South Indian	614	155	63	29	...	11	3	4,311
Udaipur-Chitorgarh	...	5	...	...	...	...	...	56
Total ...	2,484	1,274	249	140	56	167	416	53,831

DIX 17—*contd.*

railway on the 31st March 1920.

MOTOR CARS.						
Rail Motors.			Road Motors.			Total.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	
100	101	102	103	104	105	106
...	...	3	1	...	...	4
...	...	2	2	...	4	8
...	...	5	1	...	3	9
...	5	17	1	...	...	23
...	1	7	1	...	*7	16
...	2	2	1	...	...	5
...	...	...	...	...	...	...
...	1	10	3	...	5	19
...	...	5	...	...	2	7
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	4	4
...	9	51	10	...	25	95
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	...	...	...	...	...
1	...	2	...	...	...	3
...	...	...	...	...	...	...
†3	...	2	...	...	1	6
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	1	1	...	...	2
...	...	1	...	...	...	1
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	18	...	6	24
...	2	1	...	...	...	3
...	...	1	...	...	...	...
4	2	12	19	...	7	44

* Includes two steam lorries and one motor lorry used for Loco. and Stores Departments.

†There are four engines and three trailers.

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—*concld.*							
	Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
91	92	93	94	95	96	97	98	99
2' 6" gauge.								
Ahmadpur-Katwa	...	4	...	...	...	...	...	26
Ambaji-Taranga Light	...	2	...	...	...	...	...	11
Arakan Light	...	...	...	...	...	...	...	8
Arrah-Sasaram Light	...	4	...	...	...	...	...	51
Bankura-Damoodar River	...	6	...	...	...	...	2	78
Baraset-Basirhat Light	...	...	...	...	...	...	...	45
Barsi Light	...	...	2	4	...	1	2	192
Bengal Provincial	...	...	...	...	...	...	...	66
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	...	21	...	1	...	...	2	639
Bukhtiarpur-Bihar Light	...	...	...	...	...	...	...	68
Burdwan-Katwa	...	4	...	...	...	...	...	40
Champaner-Shivrajpur-Pani Light	...	4	...	...	...	...	...	87
Cutch State	...	...	...	...	...	...	...	33
Dehri-Rohtas Light	...	...	...	...	...	...	...	109
Dholpur-Bari	...	2	...	...	...	...	...	80
Dhond-Baramati	...	...	...	2	...	...	...	17
Eastern Bengal	...	1	...	2	...	...	...	84
Ellichpur-Yeotmal	20	1	...	2	...	...	...	139
Godhra-Lunavada	...	2	...	...	...	...	...	28
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	...	30	6	...	6	5	3	1,474
Jacobabad-Kashmor, Kohat-That and Nowshera-Durgai.	...	14	...	4	...	...	112	372
Jessore-Jhenidah	...	1	...	...	...	...	...	43
Kalighat-Falta	...	8	...	...	...	...	...	53
Kalka-Simla	...	21	...	...	...	1	1	146
Kolar District and Bangalore-Chik Ballapur Light	...	2	...	...	...	2	...	49
Madaya Light	Information not available.			...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	...	...	...	...	...	...	...	78
Morvi	...	2	...	1	...	...	...	62
Mourbhanj State	...	...	...	...	...	...	1	20
Nadiad-Kapadvanj	...	2	...	...	...	...	...	31
Pachora-Jamner	...	1	...	...	...	...	...	13
Parlakimedi Light	...	...	...	...	...	...	...	18
Powayan Light*	...	...	...	...	...	...	...	...
Pulgaon Arvi	Included with the Ellichpur-Yeotmal Railway.					...	...	209
Shahdara (Delhi)-Saharanpur Light	...	3	...	...	...	...	...	...
Tezpore-Balipara Light	...	3	...	...	...	...	...	93
Trans Indus (Kalabagh-Bannu)	...	10	...	19	...	...	...	284
Total	20	148	8	35	6	9	123	4,746
2' 0" gauge.								
Darjeeling-Himalayan	...	...	...	...	...	...	...	406
Gwalior Light	21	...	...	...	...	...	...	339
Howrah-Amta Light	...	...	...	...	...	...	...	77
Howrah-Sheakhala Light	...	...	...	...	...	...	...	13
Jagadhri Light	...	1	...	...	...	...	...	8
Jorhat (Provincial)	...	...	1	...	...	1	6	109
Kulasekarapatnam Light	...	...	...	...	...	...	...	36
Matheran Light	Information not available.			...	...	...	...	...
Pipar-Bilara Light	...	1	...	1	...	...	...	10
Tarikere-Narasimharajapura	...	...	...	...	...	2	...	36
Tumsar-Tirodi Light	...	...	...	...	...	...	...	400
Total	21	2	1	1	...	3	6	1,434
GRAND TOTAL	5,271	4,885	1,055	385	196	470	1,359	196,747

* Temporarily dismantled.

DIX 17—*concld.*

railway on the 31st March 1920.

MOTOR CARS.						
Rail Motors.			Road Motors.			Total.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	
100	101	102	103	104	105	106
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	1	2	...	...	3
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	...	1	...	...	1
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	3	1	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	1	...	...	...	1
...	2	...	...	...	...	2
...	2	...	...	...	...	2
...	7	12	3	...	...	22
...	...	...	...	...	...	...
2	1	2	...	...	...	5
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
4	...	1	...	...	...	5
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
6	1	3	...	...	...	10
10	19	78	32	...	32	171

APPEN

Number of outlay on, and work done by, rolling-stock

ENGI

Railway.	Number at close of 1918-19. *	Number added in 1919-20.	Total No. of locomotives on the 31st March 1920.	Number of all classes per mile of line open on 31st March 1920, excluding 2nd 3rd, etc. tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Train mileage per engine *per annum*.
1	2	3	4	5	6	7	8
5′ 6″-gauge.							
Bengal-Nagpur	512	4	516	0·27	26,364	·72	20,288
Bombay, Baroda and Central India	362	—1	361	0·30	26,634	73	21,545
Eastern Bengal	315	—3	312	0·50	22,966	63	15,563
East Indian	1,257	...	1,257	0·45	29,782	81	21,137
Great Indian Peninsula	1,236	—1	1,235	0·40	21,836	60	18,089
Madras and Southern Mahratta	270	1	271	0·26	23,186	63	19,024
Nizam's Guaranteed State	81	...	81	0·23	20,692	56	17,391
North Western	1,450	4	1,454	0·29	†18,193	†50	†14,488
Oudh and Rohilkhand	281	—5	276	0·11	22,439	61	18,741
South Indian	142	...	142	0·24	17,699	48	15,253
Total ...	5,906	—1	5,905	...	...	...	...
3′ 3⅜″ gauge.							
Assam-Bengal	137	7	144	0·14	22,647	62	18,114
Bengal and North-Western	311	15	326	0·15	22,492	61	18,320
Bengal Dooars	16	...	16	0·10	22,454	61	20,281
Bhavnagar State (*a*)	23	...	23	0·11	26,616	73	21,054
Bombay, Baroda and Central India (*b*) ...	573	11	584	‡0·22	‡21,190	‡58	‡18,024
Burma	311	9	320	0·20	25,406	69	20,358
Dibru-Sadiya	27	...	27	0·31	14,258	39	9,530
Eastern Bengal	234	5	239	0·22	19,915	54	14,680
Gondal	18	1	19	0·08	32,946	90	27,625
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	63	...	63	0·12	25,889	71	22,229
Jamnagar	4	2	6	0·11	16,891	46	14,250
Jodhpur-Bikaner	105	—1	104	0·08	24,651	67	21,904
Junagad State	13	...	13	0·10	19,842	54	16,342
Madras and Southern Mahratta (*c*)	323	—16	307	0·16	24,918	68	21,681
Morvi	10	2	12	0·16	18,204	50	17,790
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud (*d*).	7	16	23	0·09	14,266	39	13,640
Rohilkund and Kumaon	60	2	62	0·11	22,730	62	17,643
South Indian	315	...	315	0·24	22,194	61	19,331
Udaipur-Chitorgarh	4	...	4	0·06	20,228	55	18,652
Total ...	2,554	53	2,607	...	...	...	...

*Figures have been revised in cases where they do not agree with those given in the previous year's report.

† The calculations have been arrived at without taking into account one steam crane tank.

‡ The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.

(*a*) Includes the results of the Dhrangadra Railway for the first half of 1919-20. Those for the 2nd half are included with the Bombay, Boarda and Central India Railway (3′ 3⅜″ Jange).

(*b*) Includes the results of the Dhrangadra Railway for the second half of 1919-20. Those for the 1st half are included with the Bhavnagar State Railway.

(*c*) Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the 1st half of 1919-20. Those or the 2nd half are included with the Mysore-Arsikere Railway.

(*d*) Includes the results of the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud Railways for the 2nd half of 1919-20. Those for the 1st half are included with the Madras and Southern Mahratta Railway 3′ 3⅜″ gauge).

DIX 18.

during the financial year 1919-20 (except where otherwise stated).

NES.

Train mileage per engine per *diem*.	Total shunting mileage.	Percentage of total shunting mileage to total train mileage.	Total light mileage.	Percentage of total light mileage to total train mileage.	Ton-mileage hauled per engine, in thousands of tons.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1920.	Total value per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
55	3,087,989	28 88	950,714	8·89	11,024	10·81	3,07,38	16,275
59	1,717,953	22·00	220,048	3·00	10,728	10·80	1,71,67	14,078
43	2,048,234	47·00	27,443	0·63	6,268	16·16	1,51,84	24,436
58	6,660,078	25·45	1,780,267	6·80	12,888	9·47	5,83,94	21,063
49	4,294,340	18·77	1,687,418	7·37	8,670	20·24	5,86,55	18,793
52	1,019,444	18·54	178,337	3 24	9,556	18·45	1,18,06	11,105
48	199,742	14·54	91,276	6·64	7,076	18·99	38,58	10,914
*40	*5,154,638	*24·46	*1,610,964	*7·64	6,952	16·99	7,47,18	15,316
51	931,367	18·01	219,237	4·24	8,719	18·76	1,37,07	8,526
42	307,251	15·26	64,096	3·18	5,102	20·42	57,03	12,679
...	....	...	...	...	...	...	...	...
49	589,072	23·06	40,672	1·59	4,521	7·38	55,62	5,327
50	1,312,191	21·97	45,869	0 77	4,940	10·73	94,31	4,570
55	22,878	7·05	11,902	3·67	...	12·87	5,10	3,224
57	123,056	25·41	1,656	034	4,448	7·48	7,84	3,799
†49	†1,597,105	†17 24	†322,772	†3·48	†5,076	12·28	1,08,55	4,655
56	1,486,921	23·56	80,988	1·28	6,028	5·62	1,14,91	7,156
26	127,669	49·62	...	...	...	14·81	...	...
40	1,193,340	34·01	4,202	0·12	4,360	17·36	‡76,53	‡6,850
75	101,107	19·26	5,797	1·10	5,203	16·67	4,76	2,061
61	159,567	11·39	9,721	0·69	5,381	11·68	26,29	4,837
39	15,530	18·16	2,016	2 36	2,611	15·83	1,52	2,801
60	301,275	13·23	35,878	1·57	5,589	19·03	36,86	2,770
45	33,429	15·74	1,214	0·57	3,053	14·23	2,60	1,931
59	889,979	13·50	1,362	2·07	4,954	13·68	§79,11	§4,169
49	4,960	2·32	6,352	2 98	...	16·66	3,86	5,227
37	14,403	4·59	8,467	2·70	...	8·70	7,57	3,118
48	309,060	28·25	39,008	3·57	4,565	13·13	22,34	3,884
53	829,543	13 98	36,138	0 ·61	4,699	17·46	69,88	5,359
51	6,307	8·45	...	...	3,943	...	1,29	1,917
...	...	...	...	...	...	...	...	...

† The calculations have been arrived at without taking into account 70 auxiliary water anks used for locomotive purposes only.

‡ Includes the outlay on the 2′ 6″ gauge section.

* The calculations have been arrived at without taking into account one steam crave tank.

§ Excludes the outlay by the West of India Portuguese railway.

Number of, outlay on, and work done by, rolling-stock

Railway.	Number at close of 1918-19. †	Number added in 1919-20.	Total number of locomotives on the 31st March 1920.	Number of all classes per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Train mileage per engine *per annum.*
1	2	3	4	5	6	7	8
2′ 6″ gauge.							
Ahmadpur-Katwa	2	2	4	0·12	22,772	62	17,505
Ambaji-Taranga Light	...	2	2	0·10	3,531	10	3,531
Arakan Light	3	...	3	0·16	6,776	18	6,745
Arrah-Sasaram Light	5	...	5	0·08	20,044	55	18,533
Bankura-Damoodar River	6	...	6	0·10	27,828	76	22,375
Baraset-Basirhat Light	7	...	7	0·13	20,956	57	20,458
Barsi Light	17	...	17	0·14	15,214	41	5,442
Bengal Provincial	6	1	7	0·17	16,921	46	14,875
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	28	...	28	0·08	17,994	49	14,789
Bukhtiarpur-Bihar Light	4	...	4	0·12	16,216	44	13,463
Burdwan-Katwa	4	...	4	0·12	23,974	65	18,795
Champaner-Shivrajpur-Pani Light	4	...	4	0·12	11,499	31	10,525
Cutch State	3	...	3	0·08	11,353	31	9,064
Dehri-Rohtas Light	3	1	4	0·17	11,935	33	11,935
Dholpur-Bari	4	...	4	0·08	16,098	44	13,929
Dhond-Baramati	2	...	2	0·07	19,822	54	19,677
Eastern Bengal	9	1	10	0·18	11,549	32	9,447
Ellichpur-Yeotmal	13	...	13	0·09	21,668	59	19,371
Godhra-Lunavada	2	...	2	0·08	13,700	37	11,288
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur Dhamtari.	111	...	111	0·14	15,981	44	12,226
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	26	1	27	0·15	15,529	42	12,389
Jessore-Jhenidah	6	...	6	0·16	21,805	60	15,540
Kalighat-Falta	5	...	5	0·19	30,318	83	17,501
Kalka-Simla	22	...	22	0·37	22,361	61	16,196
Kolar District and Bangalore-Chick Ballapur Light.	7	...	7	0·07	20,398	56	16,913
Madaya Light	Information not available			...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	8	...	8	0·08	20,478	56	20,427
Morvi	6	—1	5	0·26	8,797	24	7,862
Mourbhanj State	3	...	3	0·09	12,815	35	9,612
Nadiad-Kapadvanj...	3	...	3	0·11	16,135	44	13,710
Pachora-Jamner	2	...	2	0·06	28,258	77	27,621
Parlakimedi Light	3	...	3	0·12	10,647	29	6,683
Powayan Light*	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway					...	...
Shahdara (Delhi)-Saharanpur Light ...	8	...	8	0·08	15,797	43	14,319
Tezpore-Balipara Light	4	...	4	0·20	...	...	9,015
Trans-Indus (Kalabagh-Bannu)	27	—1	26	0·18	26,463	72	18,632
Total ...	363	6	369	...	...	...	...
2′ 0″ gauge.							
Darjeeling-Himalayan	26	...	26	0·16	21,066	58	18,758
Gwalior Light	22	—1	21	0·08	12,823	35	11,309
Howrah-Amta Light	16	...	16	0·36	13,765	38	12,529
Howrah-Sheakhala Light	3	—1	2	0·10	27,530	75	32,062
Jagadhri Light	2	...	2	0·60	6,361	17	6,361
Jorhat (Provincial)	8	1	9	0·28	5,728	16	5,728
Kulasekarapatnam Light	6	...	6	0·19	6,997	19	6,996
Matheran Light	Information not available			...	...	...	...
Pipar-Bilara Light	2	...	2	0·08	11,989	33	11,982
Tarikere-Narasimharajapura	2	2	4	0·15	7,935	22	5,368
Tumsar-Tirodi Light	13	...	13	0·29	...	...	...
Total ...	100	1	101	...	...	...	...
GRAND TOTAL ...	8,923	59	8,982	...	...	...	...

*Temporarily dismantled.

†Figures have been revised in cases where they do not agree with those given in the previous year's report.

DIX 18—*contd.*

during the financial year 1919-20 (except where otherwise stated).

NES—*concld.*

Train mileage per engine *per diem*.	Total shunting mileage.	Percentage of total shunting mileage to total train mileage.	Total light mileage.	Percentage of total light mileage to total train mileage.	Ton-mileage hauled per engine, in thousands of tons.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1920.	Total value per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
47	5,915	8·45	517	0·73	...	...	66	1,993
10	...	...	...	...	...	...	31	1,518
18	...	...	91	0·44	...	33·33	1,31	7,198
51	6,624	7·16	929	1 00	...	20·00	1,27	1,954
61	32,715	24·37	572	0·42	...	16·66	1,70	2,838
56	258	0 18	3,245	2·26	...	14·28	1,67	3,135
15	33,470	14·90	4,800	2·10	...	11·76	6,04	5,116
40	8,400	8·08	6,048	5 81	...	28·57	*1,04	*2,492
40	78,448	18 94	896	0·22	...	14·28	3,92	1,091
37	10,767	19 99	243	0·45	...	25·00	99	3,007
51	7,619	10 1⁵	211	0 28	...	25·00	1,04	3,163
29	3,893	9·24	...	...	1,529	...	84	2,590
25	6,865	25·24	99	0 36	...	33·33	79	2,159
33	...	...	...	...	...	25·00	81	3,409
38	7,480	13·43	115	0·20	...	25·00	80	1,543
54	200	0·51	...	...	...	50·00	71	2,612
26	29,834	22·05	15	0·02	...	11·60	†	†
53	26,690	11·48	191	0 08	...	7·69	4,78	3,427
31	4,824	21·36	...	...	1,327	...	46	1,810
33	406,036	29·92	31,842	2·34	2,249	13·13	41,81	5,237
34	84,507	25·26	15,512	4·64	...	7·41	5,88	3,286
42	16,605	17·81	409	0·43	...	16·66	...	...
48	41,975	47 97	138	0·15	...	...	1,75	6,746
44	86,235	24·20	21,258	5·97	1,457	13·64	6,96	11,621
46	3,083	2·60	1,846	1·56	...	14·28	1,21	1,179
...	...	...	...	...	...	...	...	...
56	72	0·04	38	0·02	2,248	25·00	2,59	2,623
21	4,675	11·89	128	0·32	...	20·00	97	5,109
26	9,513	32·59	96	0 33	874	...	69	2,135
37	7,274	17·68	...	...	2,023	...	71	2,527
75	1,215	2·20	...	...	...	...	22	636
18	11,859	59·15	58	0·29	792	22·33	1,01	4,115
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
39	10,919	9·53	113	0·10	...	12·50	2,76	2,984
25	...	...	...	...	...	0·25	84	4,217
51	202,071	41 71	21,526	4 44	2,737	7·63	13,92	10,287
...	...	...	...	...	...	...	...	...
51	47,721	9·78	12,308	2·52	...	15·38	5,39	3,698
31	30,425	12·81	3,291	1·38	...	23·81	7,57	3,030
34	6,180	3·08	1,860	0·92	...	18·75	3,12	7,114
88	2,059	3·21	614	0·95	...	50·00	48	2,415
17	1,098	8·52	...	...	...	50·00	20	6,038
16	...	...	...	...	...	22·22	...	...
19	..	...	...	...	...	66·66	6	2,019
...	...	...	...	...	...	...	...	...
33	15	0·06	...	...	366	37·50	19	759
15	1,096	7·43	770	3·59	...	...	64	2,391
...	...	...	...	...	...	25·15	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...

*Rs. 30,000 the estimated cost of an American engine has not been included as the bill of lading is not received.
† Included with the Eastern Bengal Railway 3′ 3⅜″ gauge section.

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Coaching Stock. Number at close of 1918-19. *	Number added in 1919-20.	Number at close of 1919-20.	Number of all classes per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1920.
18	19	20	21	22	23	24	25	26
5'6" gauge.								
Bengal-Nagpur	1,110	—6	1,104	0·58	46,965	128	14·79	†1,52,35
Bombay, Baroda and Central India	917	16	933	0·71	47,684	130	15·97	†1,21,83
Eastern Bengal	897	—4	893	1·44	46,701	128	9·41	†89,51
East Indian	2,390	—1	2,389	0·86	91,049	249	12·10	†3,13,54
Great Indian Peninsula	2,361	12	2,373	0·75	48,652	133	15·00	†2,75,90
Madras and Southern Mahratta	860	23	883	0·83	38,754	106	20·84	†84,37
Nizam's Guaranteed State	165	—1	164	0·47	...	...	14·23	16,37
North Western	3,332	—17	3,315	0·69	44 383	121	17·22	†5,14,97
Oudh and Rohilkhand	1,110	—1	1,109	0·68	40,383	110	13·99	††
South Indian	384	—20	364	0·63	28,498	78	9·89	†39,93
Total ..	13,526	1	13,527	...	...	...	...	...
3' 3⅜" gauge.								
Assam-Bengal	468	9	477	0·46	32,370	88	8·23	†53,06
Bengal and North-Western	1,079	...	1,079	0·50	74,019	202	14·37	††
Bengal Dooars	54	...	54	0·34	...	...	4·81	3,94
Bhavnagar State (*a*)	121	...	121	0·59	43,778	120	8·71	†6,46
Bombay, Baroda and Central India (*b*) ...	1,599	—21	1,578	0·68	38,465	105	19·00	1,57,97
Burma	1,150	2	1,152	0·72	29,552	81	8·17	†96,90
Dibru-Sadiya	62	—12	50	0·58	...	...	10·00	...
Eastern Bengal	991	14	1,005	0·95	...	...	9·33	††87,98
Gondal	101	1	102	0·44	52,147	142	7·96	†5,38
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	186	—1	185	0·34	...	...	13·63	15,18
Jamnagar	30	2	32	0·64	27,006	74	...	†1,11
Jodhpur-Bikaner	278	5	283	0·21	70,923	194	8·03	†19,41
Junagad State	66	...	66	0·49	34,080	93	9·13	†3,58
Madras and Southern Mahratta (*c*)	1,303	—108	1,195	0·61	33,982	93	14·23	§64,92
Morvi	73	...	73	0·99	...	...	13·70	4,59
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud. (*d*)	15	87	102	0·42	...	...	15·76	††
Rohilkund and Kumaon	250	—2	248	0·43	45,185	123	12·83	†19,19
South Indian	1,467	12	1,479	1·13	24,594	67	8·65	†1,25,49
Udaipur-Chitorgarh	37	...	37	0·55	...	...	32·43	†2,11
Total ...	9,330	—12	9,318	...	...	...	...	...

* Figures have been revised in cases where they do not agree with those given in the previous year's report.
† Includes the outlay on motor cars.
‡ Includes the outlay on the 2' 6" gauge section.
§ Excludes the outlay by the West of India Portuguese railway.
†† Included with the outlay on goods stock.
(*a*), (*b*), (*c*) *and* (*d*) See foot notes on page 239.

DIX 18—*contd.*

during the financial year 1919-20 (except where otherwise stated).

Total value per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Goods Stock.									
	Number at close of 1918-19.					Number added in 1919-20.				
	Covered wagons. ‖	Open wagons. ‖	Timber trucks, including bolster trucks. ‖	All other classes. ‖	Total of all classes. ‖	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.
27	28	29	30	31	32	33	34	35	36	37
†8,067	6,503	7,886	344	740	15,473	...	486	...	20	506
†9,991	5,086	3,638	2	619	9,345	391	...	...	15	406
†14,303	5,775	1,028	105	584	7,492	103	99	—2	—55	145
†11,309	20,944	13,031	200	1,514	35,689	608	22	...	1	631
†8,840	12,279	5,094	283	1,243	18,899	— 25	1	...	11	—13
†7,936	2,873	1,473	132	380	4,858	...	...	...	4	4
4,630	513	1,231	16	59	1,819	...	14	—2	1	13
†10,555	21,487	5,434	544	873	28,338	1,059	—28	—3	49	1,077
††	7,300	592	166	147	8,205	...	...	...	1	1
†8,878	943	506	232	92	1,763	—19	—5	...	...	—24
...	83,703	39,913	2,014	6,251	131,881	2,117	589	—7	47	2,746
†5,081	2,878	761	104	111	3,854	178	76	...	—4	250
††	7,066	*669	292	321	8,348	...	...	...	4	4
2,493	367	48	32	20	467	...	...	...	...	...
†3,132	174	304	10	17	505	2	—2	...	...	...
6,774	6,138	2,332	47	382	8,899	105	—50	...	...	55
†6,034	5,027	1,664	473	317	7,481	131	...	—13	28	147
...	332	819	88	41	1,280	...	—46	...	42	—4
‡†7,867	3,643	665	147	528	4,983	34	—3	...	3	34
†2,331	138	239	9	64	450	—1	...	...	1	...
2,794	585	362	24	49	1,020	40	20	—3	3	60
†2,055	40	40	...	...	80	...	...	...	...	...
†1,459	1,720	344	...	119	2,183	43	...	...	4	47
†2,657	57	150	3	3	213	...	...	...	1	1
§3,421	5,004	1,306	155	327	6,792	—110	—56	—6	—10	—182
6,208	32	87	...	3	122	...	...	...	...	...
††	59	40	5	6	110	135	61	6	6	208
†3,338	1,742	160	76	79	2,057	...	...	...	...	...
†9,624	2,466	1,430	116	261	4,273	6	29	3	...	38
†3,134	41	10	...	5	56	...	...	...	...	...
...	37,509	11,430	1,581	2,653	53,173	563	29	—12	78	658

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
† Includes the outlay on motor cars.
‡ Includes the outlay on the 2′ 6″ gauge section.
§ Excludes the outlay by the West of India Portugese Railway.
‖ Figures have been revised in cases where they do not agree with those given in the previous year's report.
†† Included with the outlay on goods stock.

Number of, outlay on, and work done by, rolling-stock

Railway.	Coaching Stock.								
	Number at close of 1918-19. ‡	Number added in 1919-20.	Number at close of 1919-20.	Number of all classes per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Percentage of the average number of *coaching* vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1920.	Total value per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc. tracks.
18	19	20	21	22	23	24	25	26	27
2′ 6″ gauge.									
Ahmadpur-Katwa	19	...	19	0·57	...	...	...	89	2,706
Ambaji-Tarauga light	...	5	5	0·24	...	...	...	...	...
Arakan Light	10	...	*10	0·54	...	...	10·00	64	3,537
Arrah-Sasaram Light	23	...	23	0·35	...	...	4·34	†1,31	†2,014
Bankura-Damoodar River	27	...	27	0·45	...	...	..	†1,32	†2,202
Baraset-Basirhat Light	48	...	48	0·92	...	...	4·58	2,05	3,853
Barsi Light	49	...	49	0·42	...	...	10·20	...	...
Bengal Provincial	31	...	31	0·74	...	...	12·90	1,06	2,539
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State,	118	4	122	0·34	...	...	1·64	†6,30	†1,754
Bukhtiarpur-Bihar Light	22	...	22	0·67	...	...	5·68	81	2,471
Burdwan-Katwa	22	...	22	0·66	...	...	...	†1,05	†3,191
Champaner-Shivrajpur-Pani Light	4	...	4	0·12	...	...	...	39	1,204
Cutch State	9	...	9	0·24	...	...	...	†50	†1,354
Dehri-Rohtas Light	10	...	10	0·42	...	...	...	19	806
Dholpur-Bari	9	...	9	0·17	...	...	11·00	†93	†1,798
Dhond-Baramati	5	...	5	0·18	...	...	...	48	1,770
Eastern Bengal	69	...	69	1·26	...	...	3·36	**	**
Ellichpur-Yeotmal	33	...	33	0·24	...	...	...	3,38	2,426
Godhra-Lunavada	6	...	6	0·23	...	...	...	51	1,995
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	349	14	363	0·45	47,415	130	8·67	27,31	3,422
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	105	...	105	0·59	22,201	61	6·93	†4,75	†2,659
Jessore-Jhenidah	21	...	21	0·56	...	...	...	...	...
Kalighat-Falta	38	...	38	1·46	...	...	...	2,12	8,154
Kalka-Simla	97	...	97	1·62	17,286	47	10·27	†9,71	†16,209
Kolar District and Bangalore-Chik Ballapur Light	20	...	20	0·20	...	...	10·00	††	††
Madaya Light	Information not available.			...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	35	...	35	0·35	27,782	76	11·43	†1,88	†1,903
Morvi	42	...	42	2·22	...	...	7·14	1,29	6,841
Mourbhanj State	11	...	11	0·34	20,581	56	21·09	47	1,443
Nadiad-Kapadvanj	7	...	7	0 25	...	...	...	59	2,101
Pachora-Jamner	3	...	3	0·09	...	...	...	30	866
Parlakimedi Light	12	...	12	0·49	21,721	59	25·75	††	††
Powayan Light*	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway.						...	...	...
Shahdara (Delhi)-Saharanpur Light	43		43	0·46	...	...	2·38	†1,69	†1,830
Tezpore-Balipara Light	14	...	14	0·70	...	...	...	†68	†3,406
Trans-Indus (Kalabagh-Bannu)	79	5	84	0·62	27,582	75	3·43	†7,92	†5,847
Total ...	1,390	28	1,418	...	...	...	...	...	...
2′ 0″ gauge.									
Darjeeling-Himalayan	136	2	138	0·94	...	...	20·29	††	††
Gwalior Light	87	1	88	0·35	...	...	...	...	...
Howrah-Amta Light	118	...	118	2·69	...	...	3·38	4,12	9,380
Howrah-Sheakhala Light	31	...	31	1·57	...	...	3·22	1,39	7,019
Jagadhri Light	4	...	4	1·21	...	...	...	8	2,468
Jorhat (Provincial)	34	...	34	1·05	...	...	...	...	...
Kulasekarapatnam Light	19	...	19	0·59	...	...	...	†66	†2,054
Matheran Light	Information not available.			...	...	...	...	...	...
Pipar-Bilara Light	5	...	5	0·20	...	...	16 40	††	††
Tarikere-Narasimharajapura	3	...	3	0·11	...	...	33·33	††	††
Tumsar-Tirodi Light	1	...	1	0·02	...	...	...	...	...
Total ...	438	3	441	...	...	...	...	...	...
GRAND TOTAL ...	24,684	20	24,704	...	...	...	...	...	...

* Temporarily dismantled.
† Includes the outlay on motor cars.
‡ Figures have been revised in cases where they do not agree with those given in the previous year's report.
** Included with the Eastern Bengal Railway 3′ 3⅜″ gauge section.
†† Included with the outlay on goods stock.

DIX 18—*contd.*

during the financial year 1919-20 (except where otherwise stated).

Goods Stock.									
Number at close of 1918-19.					Number added in 1919-20.				
Covered wagons. *	Open wagons. *	Timber trucks, including bolster trucks. *	All other classes. *	Total of all classes. *	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.
28	29	30	31	32	33	34	35	36	37
...	16	...	4	20	6	...	...	...	6
...	...	...	...	...	4	...	1	6	11
2	6	...	...	8	...	...	...	...	...
27	20	...	... 4	51	...	...	...	...	...
41	35	...	8	84	—6	...	...	...	—6
6	39	...	...	45	...	...	...	...	...
127	56	...	9	192	...	...	...	...	...
24	38	...	1	63	1	3	...	—1	3
218	398	...	23	639	...	—1	...	1	...
18	50	...	...	68	...	...	...	...	...
25	11	...	4	40	...	...	...	...	...
6	77	...	4	87	...	...	...	...	...
	28	...	...	33	...	...	...	...	...
37	72	...	...	109	...	...	...	...	...
8	54	...	2	64	...	16	...	...	16
9	6	...	2	17	...	...	...	...	...
69	11	...	4	84	...	...	...	...	...
90	46	...	3	139	...	...	...	...	...
9	17	...	2	28	...	...	...	...	...
673	683	43	56	1,455	...	20	...	—1	19
159	64	7	138	368	...	...	...	4	4
26	12	2	3	43	...	...	...	...	...
30	15	...	8	53	...	...	...	...	...
73	46	4	23	146	...	...	...	...	...
23	19	2	4	48	1	...	...	...	1
...	...	...	...	...	...	...	...	...	...
30	48	...	...	78	...	...	...	...	...
12	47	...	3	62	...	...	...	...	...
8	11	...	1	20	...	...	...	...	...
13	16	...	2	31	...	...	...	...	...
10	...	2	1	13	...	...	...	...	...
4	14	...	...	18	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
168	36	2	3	209	...	...	...	...	...
46	39	5	3	93	...	...	...	...	...
103	69	6	34	212	65	7	...	...	72
2,099	2,099	73	349	4,620	71	45	1	9	126
284	100	9	3	396	10	...	...	...	10
237	107	...	1	345	...	—6	...	...	—6
14	63	...	...	77	...	...	...	...	...
9	4	...	...	13	...	...	...	...	...
1	6	...	1	8	...	...	...	...	...
55	42	1	11	109	...	...	...	...	...
...	36	...	...	36	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
1	7	...	2	10	...	...	...	...	...
2	...	8	25	35	...	...	...	1	1
...	400	...	...	400	...	...	...	...	...
603	765	18	43	1,429	10	—6	...	1	5
123,914	54,207	3,686	9,296	191,103	2,761	657	—18	135	3,535

*Figures have been revised in cases where they do not agree with those given in the previous year's report.

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Goods							
	Number at close of 1919-20.					Number of all classes per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Average mileage by run each *per annum.*	Average mileage by run each *per diem.*
	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.			
38	39	40	41	42	43	44	45	46
5′ 6″ gauge.								
Bengal-Nagpur	6,503	8,372	344	760	15,979	8·42	13,999	38
Bombay, Baroda and Central India ...	5,477	3,638	2	634	9,751	7·42	13,895	38
Eastern Bengal	5,878	1,127	103	529	7,637	12·27	13,268	36
East Indian	21,552	13,053	200	1,515	36,320	13·10	19,393	53
Great Indian Peninsula	12,254	5,095	283	1,254	18,886	5·93	13,141	36
Madras and Southern Mahratta ...	2,873	1,473	132	384	4,862	4·57	16,308	45
Nizam's Guaranteed State	513	1,245	14	60	1,832	5·15	...	...
North Western	22,546	5,406	541	922	29,415	6·09	10,414	28
Oudh and Rohilkhand	7,300	592	166	148	8,206	5·06	12,427	34
South Indian	924	501	222	92	1,739	2·99	10,488	29
Total ...	85,820	40,502	2,007	6,298	134,627	...	...	...
3′ 3¾″ gauge.								
Assam-Bengal	3,056	837	104	107	4,104	3·93	7,010	19
Bengal and North-Western	7,066	*669	292	325	8,352	†3·82	†12,726	†35
Bengal Docars	367	48	32	20	467	2·95	...	...
Bhavnagar State (*a*)	176	302	10	17	505	2·45	7,206	20
Bombay, Baroda and Central India (*b*) ...	6,243	2,282	47	382	8,954	3·83	17,248	47
Burma	5,158	1,664	461	345	7,628	4·75	14,587	40
Dibru-Sadiya	332	773	88	83	1,276	13·98	...	...
Eastern Bengal	3,677	662	147	531	5,017	4·73	...	...
Gondal	137	239	9	65	450	1·95	7,844	21
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	625	382	21	52	1,080	1·98	...	...
Jamnagar	40	40	...	...	80	1·48	3,394	9
Jodhpur-Bikaner	1,763	344	...	123	2,230	1·67	8,986	24
Junagad State	57	150	3	4	214	1·58	9,130	25
Madras and Southern Mahratta (*c*) ...	4,894	1,250	149	317	6,610	3·39	13,202	36
Morvi	32	87	...	3	122	1·65	...	...
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud (*d*)	194	101	11	12	318	1·31	...	...
Rohilkund and Kumaon	1,742	160	76	79	2,057	3·56	9,002	25
South Indian	2,472	1,459	119	261	4,311	3·31	13,159	36
Udaipur-Chitorgarh...	41	10	...	5	56	0·83	...	...
Total ...	38,072	11,459	1,569	2,731	53,831	...	...	...

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian Railway.

† The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

(*a*), (*b*), (*c*) and (*d*)—see foot-notes on page 238.

DIX 18—*contd.*

during the financial year 1919-20 (except where otherwise stated).

STOCK—*concld.*

Average tare in tons.		Average carrying capacity in tons.		Freight ton-mileage per vehicle, in thousands of tons.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1920.	Total value per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1920.	Grand total value of rolling-stock per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.	Covered wagons.	Open wagons.						
47	48	49	50	51	52	53	54	55	56
8·44	8·99	17·01	18·54	135	7·28	6,09,21	32,256	10,68,94	56,598
8·52	8·31	19·25	19·17	108	3·91	3,12,90	25,660	6,06,40	49,729
8·90	7·63	16·36	17·65	...	4·99	2,84,11	45,720	5,25,46	84,459
8·15	7·38	18·58	17·02	155	2·64	13,00,46	46,908	21,97,94	79,280
9·06	7·83	18·16	16·39	161	5·13	5,39,40	17,283	14,01,85	44,916
8·14	7·71	17·39	17·09	148	12·20	1,70,03	15,994	3,72,46	35,035
8·41	...	19·44	...	...	5·03	52,60	14,879	1,07,55	30,423
8·50	7·89	21·47	17·47	111	3·04	9,41,62	19,301	22,03,77	45,172
8·30	6·33	18·30	13·50	79	4·59	†3,62,26	†22,535	4,99,33	31,061
8·23	7·68	18·24	18·75	92	8·80	55,78	12,402	1,52,74	33,959
...	...	...	...	...	...	...	...	...	...
5·68	3·88	10·74	8·29	35	3·73	1,11,50	10,679	2,20,18	21,087
4·29	*2·88	11·04	*10·34	*47	6·82	‡1,86,64	‡9,043	2,80,95	13,613
...	...	9 80	10·00	...	2·87	8,85	5,597	17,89	11,314
3·95	3·12	7·35	7·57	39	7·39	6,12	2,966	20,42	9,897
4·63	4·72	10·59	12·74	82	5·79	1,13,25	4,856	3,79,77	16,285
4·89	3·81	11·42	9·18	72	7·48	1,50,21	9,354	3,62,02	22,544
8·00	3·80	10·00	9·25	...	17·16	...	...	¶38,15	¶44,346
7·52	3·71	12·32	9·20	...	5·02	§1,25,61	§11,243	§2,90,12	§25,960
3·89	3·27	7·56	8·01	46	4·80	5,71	2,470	15,85	6,862
4·67	...	11·42	...	...	4·23	21,94	4,037	63,41	11,668
4·25	4·11	7·35	7·35	29	...	1,72	3,177	4,35	8,033
5·34	5·06	9·50	13·20	63	2·25	39,60	2,975	95,87	7,294
4·01	3·93	7·35	7·44	31	3·94	3,16	2,350	9,34	6,938
3·95	4·49	8·44	9·92	52	4·49	**1,00,67	**5,305	**2,44,70	**12,895
4·60	5·50	7·40	9·00	...	6·56	2,83	3,821	11,28	15,256
...	...	...	...	...	7·86	‡15,55	‡6,409	23,12	9,527
4·95	3·49	13·55	10·61	35	3·10	39,95	6,947	81,48	14,169
6·47	4·81	12·70	9·99	71	4·66	75,61	5,798	2,70,98	20,781
4·04	3·19	8·92	7·40	...	37·50	85	1,262	4,25	6,313
...	...	...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased rom, and kept for use on, the East Indian railway.
† Includes the outlay on coaching stock and motor cars.
‡ Includes the outlay on coaching stock.
§ Includes the outlay on the 2′ 6″ gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** Excludes the outlay by the West of India Portuguese railway.

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Goods									
	Number at close of 1919-20.					Number of all classes per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Average run mileage by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.	
	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.				Covered wagons.	Open wagons.
38	39	40	41	42	43	44	45	46	47	48
2′ 6″ GAUGE.										
Ahmadpur-Katwa	6	16	...	4	26	0·83	...	...	3·50	2·75
Ambaji-Taranga Light	4	...	1	6	11	0·54	...	...	3·50	...
Arakan Light	2	6	...	...	8	0·44	...	...	3·00	3·00
Arrah-Sasaram Light ...	27	20	...	4	51	0·78	...	...	3·20	2·95
Bankura-Damoodar River ...	35	35	...	8	78	1·30	...	...	3·50	2·75
Baraset-Basirhat Light	6	39	...	...	45	0·86	...	...	2·75	2·75
Barsi Light	127	56	...	9	192	1·63	...	...	6·59	4·78
Bengal Provincial	25	41	...	...	66	1·58	...	...	...	...
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba Zankhvav, Petlad-Vavo and Rajpipla State.	218	397	...	24	639	1·78	...	...	3·00	4·11
Bukhtiarpur-Bihar Light ...	18	50	...	...	68	2·06	...	...	2·75	2·50
Burdwan-Katwa	25	11	...	4	40	1·21	...	...	3·50	2·75
Champaner Shivrajpur-Pani Light ...	6	77	...	4	87	2·68	...	...	6·12	4·07
Cutch State	5	28	...	...	33	0·90	...	...	4·50	6·88
Dehri-Rohtas Light	37	72	...	...	109	4·57	...	...	...	...
Dholpur-Bari	8	70	...	2	80	1·55	...	...	6·50	2·72
Dhond-Baramati	9	6	...	2	17	0·62	...	...	6·70	5·30
Eastern Bengal	69	11	...	4	84	1·53	...	...	3 35	1·98
Ellichpur-Yeotmal	90	46	...	3	139	1·00	...	...	6 70	4·52
Godhra-Lunavada	9	17	...	2	28	1·10	...	...	6·61	5·00
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	673	703	46	55	1,474	1·85	11,051	30	7·46	6·77
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	159	64	7	14	372	2·08	8,659	24	4·07	3·46
Jessore-Jhenidah	26	12	2	3	43	1·16	...	...	3·50	2·75
Kalighat-Falta	30	15	...	8	53	2·03	...	...	3·50	2·75
Kalka-Simla	73	46	4	23	146	2·44	9,998	27	6·51	6·92
Kolar District and Bangalore-Chik Ballapur Light.	24	19	2	4	49	0·48	...	...	3·00	3·00
Madaya Light	Information not available			...	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri.	30	48	...	...	78	0·79	5,074	14	6·46	5·75
Morvi	12	47	...	3	62	3·31	...	...	3·00	3·00
Mourbhanj State	8	11	...	2 1	20	0·62	7,844	21	5·84	5·12
Nadiad-Kapadvanj	13	16	...	1	31	1·11	...	...	6·80	6·25
Pachora-Jamner	10	...	2	...	13	0·38	...	...	6·70	...
Parlakimedi Light	4	14	...	...	18	0·73	5,725	16	7·28	4·06
Powayan Light*	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway.								...	...
Shahdara (Delhi)-Saharanpur Light	168	36	2	3	209	2·26	...	...	3·70	3·40
Tezpore-Balipara Light ...	46	39	5	3	93	4·63	...	...	2·00	2·00
Trans Indus (Kalabagh-Bannu)	168	76	6	34	284	2·10	...	...	6·85	5·28
Total ...	2,170	2,144	74	358	4,746	...	...	...	...	...
2′ 0″ GAUGE.										
Darjeeling-Himalayan ...	294	100	9	3	406	2·77	...	...	...	...
Gwalior Light	237	101	...	1	339	1·36	...	...	...	...
Howrah-Amta Light ...	14	63	...	...	77	1·76	...	...	2·50	2·50
Howrah-Sheakhala Light ...	9	4	...	...	13	0·66	...	...	2·50	2·50
Jagadhri Light	1	6	...	1	8	2·42	...	...	3·30	2·47
Jorhat (Provincial)	55	42	1	11	109	3·36	...	...	...	...
Kulasekarapatnam Light	...	36	...	...	36	1·12	...	...	...	1·56
Matheran Light	Information not available			...	...	...	...	...	...	...
Pipar-Bilara Light	1	7	...	2	10	0·40	...	...	3·03	2·23
Tarikere-Narasimharajapura ...	2	...	8	26	36	1·36	...	...	2 00	...
Tumsar-Tirodi Light ...	...	40	...	...	400	8·79	...	...	...	1·06
Total ...	618	759	18	44	1,434	...	...	...	...	...
GRAND TOTAL ...	6,675	54,864	3,668	9,431	194,638	...	...	...	...	...

*Temporarily dismantled.

DIX 18—*concld.*

during the financial year 1919-20 (except where otherwise stated).

STOCK—*concld.*

Average carrying capacity in tons.		Freight ton-mileage per vehicle, in thousands of tons.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1920.	Total value per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1920.	Grand total value of rolling-stock per mile of line open on 31st March 1920, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.						
49	50	51	52	53	54	55	56
8·00	8·00	...	...	49	1,492	2,04	6,191
7·50	...	...	...	†45	†2,192	76	3,711
10·00	10·00	...	...	31	1,703	2,26	12,438
8·00	8·00	...	3·92	1,07	1,646	3,65	5,614
8·00	8·00	...	...	1,43	2,374	4,45	7,414
7·00	7·00	...	...	84	1,581	4,56	8,569
13·60	15·35	...	2·60	*14,44	*12.235	20,48	17,351
...	...	...	...	1,02	2,446	3,12	7,477
6·06	10·68	...	0·55	9,87	2,750	20,09	5,595
6·00	7·00	...	...	1,68	5,081	3,48	10,559
8·00	8·00	...	...	76	2,302	2,85	8,656
13·83	9·14	...	...	1,41	4,346	2,64	8,140
16·00	6·00	...	...	37	1,019	1,66	4,532
...	...	...	...	1.65	6,916	2,65	11,131
16·00	8·57	...	2·50	1,36	2,613	3,09	5,984
16·00	16·00	48	...	57	2,102	1,76	6,484
4·36	4·07	...	4·17	Included with the	Eastern Ben	gal railway (3'	3⅜" gauge section)
16·00	12·52	48	0·72	5,29	3,791	13,45	9,744
14·55	11·68	...	...	59	2,341	1,56	6,146
16·03	16·00	31	3·18	47,26	5,920	1,16,38	14,579
8·15	8·49	9	3·98	7,14	3,991	17,77	9,936
8·00	8·00	...	...	...	...	2,84	7,667
8·00	8·00	...	...	1,05	4,051	4,92	18,951
14·14	17·72	39	5·35	3,41	5,692	20,68	33,522
6·00	7·00	...	12·24	3,64	3,568	4,85	4,747
...	...	...	...	...	...	...	...
9·50	10·00	20	6·41	2,46	2,492	6,93	7,018
4·50	7·00	...	8·06	1,17	6,205	3,43	18,155
13·10	11·64	25	14·80	54	1,675	1,79	5,253
15·00	16·00	...	...	82	2,948	2,12	7,576
16·00	...	34	...	38	1,085	98	2,587
12·64	7·38	18	17·00	†76	†3,102	1,77	7,217
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
8·00	8·00	...	1·43	4,95	5,351	9,40	10,165
4·00	4·00	...	...	77	3,854	2,29	11,477
15·59	13·25	47	0·46	12,50	9,237	34,34	25,371
...	...	...	...	...	...	...	...
...	...	...	9·11	*8,41	*5,741	14,30	9,439
...	...	...	...	...	...	...	...
5·00	5·00	...	...	1,26	2,881	8,50	19,375
5·00	5·00	...	...	46	2,339	2,33	11,773
7·00	7·00	...	12·50	11	3,386	39	11,892
...	...	...	...	...	...	3,71	11,410
...	4·00	...	16·66	53	1,657	1,84	5,730
...	...	...	...	...	...	...	...
5·00	5·71	...	...	†33	†1,320	52	2,079
5·00	...	...	11·11	39	1,465	1,03	3,856
...	2·56	...	10·32	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...

* Includes the outlay on ock coaching stock and motor cars.
†Includes the outlay on coaching stock.

APPEN

Rolling-stock fitted with automatic brakes and vehicles

Railway system.	Locomotives.	Coaching vehicles including brake-vans used exclusively on passenger service.	
	Percentage of number fitted on the total number on the line.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4
5′ 6″ Gauge.			
Bengal-Nagpur	85·85	96·83	3·17
Bombay, Baroda and Central India	93·91	99·68	0·32
Eastern Bengal	86·54	74·47	3·47
East Indian	88·46	89·74	2·72
Great Indian Peninsula	97·33	98·27	*Nil*
Madras and Southern Mahratta	92·99	100·00	*Nil*
Nizam's Guaranteed State	56·79	97·56	2·44
North Western	90·39	98·19	1·81
Oudh and Rohilkhand	96·74	97·11	2·34
South Indian	92·96	100·00	*Nil*
3′ 3⅜″ Gauge.			
Assam-Bengal	88·19	96·44	3·56
Bengal and North-Western	48·47	57·09	18·91
Bengal Dooars	37·50	12·96	20 37
Bhavnagar State	60·87	41·32	28·14
Bombay, Baroda and Central India	91·05	96·20	1·65
Burma	78·75	62·59	3·91
Dibru-Sadiya	62·96	72·00	28·00
Eastern Bengal	96·23	81·99	12·34
Gondal	42·11	38·24	40·2
Hyderabad-Godavari Valley, Hingoli Branch, and Secunderabad Gadwal.	65·08	98·92	0·54
Jamnagar	100·00	12·50	34·38
Jodhpur-Bikaner	4·81	1·76	8·83
Junagad State	38·46	53·08	27·27
Madras and Southern Mahratta	42·67	55·82	7 36
Morvi	50·00	64·38	15·07
Mysore-Arsikere, Birur Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	*Nil*	57·84	12·75
Rohilkund and Kumaon	58·06	33·47	22·18
South Indian	93·65	66·80	3·18
Udaipur-Chitorgarh	*Nil*	4·76	28·57
2′ 6″ & 2′ 0″ Gauges.			
Barsi Light	94·12	100·00	*Nil*
Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	82·31	88·89	*Nil*
Kalka-Simla	100·00	100·00	*Nil*
Trans Indus (Kalabagh-Bannu)	100·00	100·00	*Nil*
Other 2′ 6″ and 2′ 0″ gauge lines	9·39	1·21	*Nil*

DIX 19.

lighted by gas or electricity on the 31st March 1920.

Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.		Percentage of vehicles fitted for lighting with gas or electricity on the total number of vehicles suitable for lighting.	Railway system.
Percentage of number braked on total.	Percentage of number piped on total.		
5	6	7	8
			5′ 6″ Gauge.
59·48	8·91	100·00	Bengal-Nagpur.
62·97	4·63	100·00	Bombay, Baroda and Central India.
47·56	12·78	99·66	Eastern Bengal.
55·20	1·48	92·24	East Indian.
62·46	11·31	98·12	Great Indian Peninsula.
55·56	44·44	94·74	Madras and Southern Mahratta.
30·47	0·05	64·77	Nizam's Guaranteed State.
80·40	6·34	100·00	North Western.
48·29	24·45	89·30	Oudh and Rohilkhand.
71·05	11·36	90·21	South Indian.
			3′ 3¾″ Gauge.
74·16	7·64	98·87	Assam-Bengal.
1·39	0·44	91·62	Bengal and North-Western.
0·86	0·65	94·29	Bengal Doars.
Nil	0·99	28·07	Bhavnagar State.
36·35	50·30	92·57	Bombay, Baroda and C ental India.
41·11	0·20	54·73	Burma.
25·51	32·26	50·00	Dibru-Sadiya.
7·84	1·70	100·00	Eastern Bengal.
Nil	0·67	92·00	Gondal.
13·97	0·74	71·70	Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad Gadwal.
Nil	*Nil*	100·00	Jamnagar.
Nil	*Nil*	92·06	Jodhpur-Bikaner.
Nil	3·74	50·00	Junagad State.
3·58	*Nil*	99·63	Madras and Southern Mahratta.
Nil	*Nil*	*Nil*	Morvi.
18·27	9·29	98·04	Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.
0·84	0·05	66·18	Rohilkund and Kumaon.
3·00	4·00	92·02	South Indian.
Nil	*Nil*	97·62	Udaipur-Chitorgarh.
			2′ 6″ & 2′ 0″ Gauges.
37·17	62·83	100·00	Barsi Light.
70·54	0·11	89·12	Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur Dhamtari.
98·62	1·38	100·00	Kalka-Simla.
72·54	14·08	92·86	Trans-Indus (Kalabagh-Bannu).
0·22	*Nil*	66·75	Other 2′ 6″ & 2′ 0″ gauge lines

APPENDIX 20.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1920.

Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
1	2	3	4	5	6	7
5′ 6″ gauge.						
Bengal-Nagpur	Total number of trains run	4	66	26	96	
	Total number of trains fitted with communication.	4	56	2	62	
Bombay, Baroda and Central India.	Total number of trains run	4	185	23	212	
	Total number of trains fitted with communication.	4	185	23	212	
Eastern Bengal	Total number of trains run	6	131	26	163	
	Total number of trains fitted with communication.	6	131	...	137	
East Indian ...	Total number of trains run	4	109	112	225	
	Total number of trains fitted with communication.	4	33	2	39	
Great Indian Peninsula.	Total number of trains run	17	120	72	219	
	Total number of trains fitted with communication.	17	139	...	147	
Madras and Southern Mahratta.	Total number of trains run	6	99	21	126	
	Total number of trains fitted with communication.	6	99	...	105	
Nizam's Guaranteed State.	Total number of trains run	2	2	...	4	
	Total number of trains fitted with communication.	2	2	...	4	
North Western	Total number of trains run	10	55	126	191	
	Total number of trains fitted with communication.	10	55	...	65	
Oudh and Rohilkhand.	Total number of trains run	2	15	73	90	
	Total number of trains fitted with communication.	2	15	55	72	
South Indian ...	Total number of trains run	4	12	69	85	
	Total number of trains fitted with communication.	4	12	37	53	
3′ 3⅜″ gauge.						
Assam-Bengal ...	Total number of trains run	...	...	53	53	
	Total number of trains fitted with communication.	...	...	44	44	
Bengal and North-Western.	Total number of trains run...	...	6	169	175	
	Total number of trains fitted with communication.	...	6	...	6	
Bhavnagar State	Total number of trains run	2	8	12	22	
	Total number of trains fitted with communication.	2	4	...	6	
Bombay, Baroda and Central India.	Total number of trains run	4	66	88	158	
	Total number of trains fitted with communication.	4	66	70	140	
Burma ...	Total number of trains run	6	130	90	226	
	Total number of trains fitted with communication.	6	2	16	24	
Eastern Bengal	Total number of trains run	4	33	58	95	
	Total number of trains fitted with communication.	4	31	24	59	
Hyderabad-Godavari Valley-Hingoli Branch and Secunderabad-Gadwal.	Total number of trains run	...	28	4	32	
	Total number of trains fitted with communication.	...	28	...	28	
Jodhpur-Bikaner.	Total number of trains run	2	2	32	36	
	Total number of trains fitted with communication.	2	2	32	36	
Madras and Southern Mahratta.	Total number of trains run...	*6	13	85	104	*Trains which are not provided with communication are run at the speed of mixed trains.
	Total number of trains fitted with communication.	2	2	...	4	
Mysore-Bangalore.	Total number of trains run	2	2	2	6	
	Total number of trains fitted with communication.	2	2	...	4	
South Indian ...	Total number of trains run	4	96	135	235	
	Total number of trains fitted with communication.	4	73	†113	190	†Communication in 101 out of 113 trains is not used when goods vehicles are attached.
2′ 6″ gauge.						
Arakan Light ...	Total number of trains run	...	4	...	4	
	Total number of trains fitted with communication.	...	4	...	4	
Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	Total number of trains run	...	10	30	40	
	Total number of trains fitted with communication.	...	10	22	32	
Kalka-Simla ...	Total number of trains run	4	3	...	7	
	Total number of trains fitted with communication.	4	3	...	7	
Trans-Indus (Kalabagh. Bannu).	Total number of trains run	...	...	4	4	
	Total number of trains fitted with communication.	...	...	4		

APPENDIX 21.

Railways on which points and signals were interlocked on the 31st March 1920.

Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
5' 6" GAUGE.						Rs.	Rs.
Bengal-Nagpur	324	22	Direct Interlocking	723	27	6,74,772	931
		230	Indirect Interlocking.	2,620	121	10,70,391	425
Bombay, Baroda and Central India	222	105	Direct Interlocking	3,166	526	27,61,500	872
		59	Indirect Interlocking.	817	23	5,12,400	627
Eastern Bengal	184	58	Direct Interlocking	1,643	375	13,19,197	803
		30	Indirect Interlocking.	537	38	1,76,767	329
East Indian	550	154	Direct Interlocking	5,721	655	25,17,240	440
		277	Indirect Interlocking.	3,104	185	8,84,640	285
Great Indian Peninsula	550	329	Direct Interlocking	11,093	2,463	73,06,089	658
		13	Indirect Interlocking.	130	26	47,560	365
Madras and Southern Mahratta	209	17	Direct Interlocking	545	71	3,51,449	645
		85	Indirect Interlocking.	1,117	31	5,22,337	468
Nizam's Guaranteed State	60	4	Direct Interlocking	81	2	51,013	630
		26	Indirect Interlocking.	341	24	1,79,695	527
North Western	818	174	Direct Interlocking	6,275	1,268	37,33,625	595
		326	Indirect Interlocking.	3,440	21	12,86,560	374
Oudh and Rohilkhand	289	35	Direct Interlocking	1,947	216	8,87,437	480
		191	Indirect Interlocking.	2,199	71	7,44,141	338
South Indian	88	1	Direct Interlocking	12	8	5,350	446
		70	Indirect Interlocking.	539	112	2,77,915	516
3' 3½" GAUGE.							
Assam-Bengal	184	4	Indirect Interlocking.	48	...	28,766	599
Bengal and North-Western	345	11	Indirect Interlocking.	108	6	62,581	579
Bengal Dooars	31	...	...	...	...	...	...
Bhavnagar State	34	...	...	...	...	...	...
Bombay, Baroda and Central India	349	27	Direct Interlocking	1,262	47	4,80,314	381
		85	Indirect Interlocking.	859	3	2,39,780	279
Burma	322	20	Direct Interlocking	851	174	6,16,065	724
		121	Indirect Interlocking.	560	29	6,84,460	1,222
Dibru-Sadiya	36	...	...	...	...	...	...
Eastern Bengal	191	4	Direct Interlocking	195	43	1,84,394	946
		45	Indirect Interlocking.	648	44	2,48,268	383
Gondal	38	...	...	...	...	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	104	1	Direct Interlocking	51	6	40,295	790
		61	Indirect Interlocking.	339	3	2,20,813	651
Jamnagar	7	...	...	...	...	...	...
Jodhpur-Bikaner	173	...	...	...	...	...	...
Junagad State	20	...	...	...	...	...	...
Carried over	5,125	2,585	...	50,773	6,618	2,81,15,814	...

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 21—*concld.*

Railways on which points and signals were interlocked on the 31st March 1920.

Railway system.	Stations at which points and signals were interlocked.						
	Total number of stations on railway including flag stations, and block huts outside station limits.	Number stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever
1	2	3	4	5	6	7	8
						Rs.	Rs.
Brought forward	5,125	2,585	...	50,773	6,618	2,81,15,814	...
3′ 3½″ Gauge—*concld.*							
Madras and Southern Mahratta	292	3	Direct Interlocking	71	1	35,286	497
		111	Indirect Interlocking.	688	10	3,24,487	472
Morvi	13	...	...	...	...	...	...
Mysore-Arsikere, Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	39	...	...	...	...	...	...
Rohilkund and Kumaon	100	3	Direct Interlocking	12	...	1,004	84
		1	Indirect Interlocking.	3	...	488	163
South Indian	327	3	Direct Interlocking	113	16	1,09,650	970
		168	Indirect Interlocking.	1,364	375	7,10,215	521
Udaipur-Chitorgarh	11	...	...	...	...	...	...
2′ 6″ Gauge.							
Ahmadpur-Katwa	11	...	...	...	...	...	...
Ambaji-Taranga	*	...	...	...	...	...	...
Arakan Light	7	...	...	...	...	...	...
Arrah-Sasaram Light	15	...	...	...	...	...	...
Bangalore-Chik Ballapur Light	10	...	...	...	...	...	...
Bankura-Damoodar River	19	...	...	...	...	...	...
Baraset-Basirhat Light	29	1	Direct Interlocking	4	...	3,892	973
Barsi Light	25	...	...	...	...	...	...
Bengal Provincial	21	...	...	...	...	...	...
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	94	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	18	...	...	...	...	...	...
Burdwan-Katwa	9	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	10	...	...	...	...	...	...
Cutch State	6	...	...	...	...	...	...
Dehri-Rohtas Light	6	...	...	...	...	...	...
Dholpur-Bari	14	4	Indirect Interlocking.	5	...	5,167	1,033
Dhond Baramati, Ellichpur-Yeotmal, Pachora-Jamner and Pulgaon-Arvi.	39	...	...	...	...	...	...
Eastern Bengal	20	...	...	...	...	...	...
Godhra-Lunavada	6	...	...	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	108	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	35	...	...	...	...	...	...
Jessore-Jhenidah	10	...	...	...	...	...	...
Kalighat-Falta	11	...	...	...	...	...	...
Kalka-Simla	20	1	Direct Interlocking	17	3	10,115	595
		3	Indirect Interlocking.	6	...	2,244	374
Kolar District	11	...	...	...	...	...	...
Madaya Light	*	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	15	...	...	...	...	...	...
Morvi	5	...	...	...	...	...	...
Nadiad-Kapadvanj	7	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	19	...	...	...	...	...	...
Tezpore-Balipara Light	7	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	14	...	...	...	...	...	...
2′ 0″ Gauge.							
Darjeeling-Himalayan	36	...	...	...	...	...	...
Gwalior Light	36	...	...	...	...	...	...
Howrah-Amta Light	25	2	Direct Interlocking	11	...	3,022	275
Howrah-Sheakhala Light	14	...	...	...	...	...	...
Jagadhri Light	*	...	...	...	...	...	...
Jorhat (Provincial)	17	...	...	...	...	...	...
Kulasekarapatnam Light	14	...	...	...	...	...	...
Matheran Light	5	...	...	...	...	...	...
Pipar-Bilara Light	5	...	...	...	...	...	...
Tarikere-Narasimharajapura	7	...	...	...	...	...	...
Tumsar-Tirodi Light	*	...	...	...	...	...	...
Total	6,659	2,885	...	53,067	7,023	2,93,21,384	...

* Information not available.

Note.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 22.

Railways on which block instruments were used for train signalling on the 31st March 1920

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section	
1	2	3	4	5	6
5' 6" Gauge.			Rs.	Rs.	
Bengal-Nagpur	230	Neale's, single line	3,64,774	1,586	
	9	Theobald's Train Key, single line.	7,335	815	
Bombay, Baroda and Central India.	24	Sykes' (L. & B.)	51,600	2,150	
	112	Tyer's Tablet, single line	1,74,160	1,555	
	52	Tyer's three position, double line.	48,360	930	
Eastern Bengal ...	82	Neale's, single line	1,47,667	1,800	
	35	Pryce and Ferreira's (L. & B.)	84,285	2,409	
	28	Pryce and Ferreira's, double line.	40,035	1,430	
	13	Tyer's Tablet, single line	36,342	2,795	
East Indian ...	128	East Indian railway's, double line.	1,07,008	836	
	36	East Indian railway's (L. & B.)	43,056	1,196	
	101	East Indian railway's, single line.	85,749	849	
Great Indian Peninsula.	137	Neale's, single line	1,60,975	1,175	
	61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
	123	Train wire, single line, No token.	15,990	130	
	21	Tyer's Tablet, single line.	29,925	1,425	
	77	Great Indian Peninsula railway, three wire, three position, double line.	38,500	500	
	217	Neale's, single line	2,86,440	1,320	
	113	Preece's, double line	62,150	550	
	38	Preece's, single line, No token.	20,900	550	
	85	Train wire, single line, No token.	25,500	300	
	89	Tyer's three position, double line.	90,780	1,020	
Madras and Southern Mahratta.	157	Theobald's Train Key, single line.	74,925	477	
	10	Winter's, double line	7,200	360	
Nizam's Guaranteed State.	34	Webb and Thompson's, single line.	51,000	1,500	
North Western ...	36	Tyer's, two position (L. & B.), double line.	1,17,000	3,250	
Oudh and Rohilkhand.	16	Neale's, single line	26,385	1,649	
South Indian ...	69	Theobald's Train Key, single line.	79,350	1,150	
	1	Neale's, single line ...	1,381	1,381	
	1	Train wire, single line. No token.	150	150	
3' 3⅜" Gauge.					
Assam-Bengal ...	...	...	...	...	
Bengal and North-Western.	3	Neale's token, single line	4,480	1,493	
	10	Tyer's Tablet, single line	15,519	1,552	
Bengal Dooars ...	...	...	...	...	
Bhavnagar State	2	Theobald's Train Key, single line.	1,207	603	
Birur-Shimoga ...	...	...	...	...	
Bombay, Baroda and Central India.	237	Tyer's Tablet, single line	3,72,801	1,573	
	2	East Indian railway's, single line.	1,715	858	
Burma ...	91	Neale's, single line	1,11,473	1,225	
	22	Syke's (L. & B.)	69,926	3,178	
	6	Theobald's Train Key, single line.	6,100	1,017	
	13	Train wire, double line. No token.	2,625	202	
	137	Train wire, single line. No token.	28,156	206	
	8	Tyer's Tablet, single line	4,200	1,400	
	1	Tyer's Key token, Single line	1,450	1,450	
Dibru-Sadiya.	...	...	...	...	
Eastern Bengal	84	Neale's, single line	1,37,234	1,634	
	2	Pryce and Ferreira's, double line.	4,400	2,200	
	7	Tyer's Tablet, single line	19,565	2,795	
Carried over ...	2,765	...	31,60,358	...	

APPENDIX 22—*contd.*

Railways on which block instruments were used for train signalling on the 31st March 1920

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6
			Rs.	Rs.	
Brought forward ...	2,765	...	31,60,358	...	
3' 3½" Gauge—*concld.*					
Gondal	...	...	...	...	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	30	Webb and Thompson's, single line.	45,000	1,500	
Jamnagar . . .	...	...	...	...	
Jodhpur-Bikaner . .	...	...	...	...	
Junagad State. . .	...	...	...	...	
Madras and Southern Mahratta.	191	Robert's, single line . .	1,41,819	743	
	2	Theobald's Train Key, single line.	922	461	
	80	Train wire, single line. No token.	21,200	265	
Morvi	...	...	...	...	
Mysore-Arsikere . .	...	...	...	...	
Mysore-Bangalore .	13	Robert's, single line, Key Staff.	*	*	*Information not available.
Mysore-Nanjangud .	...	...	...	...	
Rohilkund and Kumaon	...	...	...	...	
South Indian . .	155	Theobald's Train Key, single line.	1,78,250	1,150	
	100	Train wire, single line. No token.	15,000	150	
Udaipur-Chitorgarh .	...	...	...	...	
2' 6" Gauge.					
Ahmadpur-Katwa .	...	...	...	...	
Ambaji Taranga Light .	...	...	...	...	
Arakan Light . .	...	...	...	...	
Arrah-Sasaram Light .	9	Train wire, single line. No token.	2,496	277	
Bangalore Chik-Ballapur Light.	...	...	...	...	
Bankura-Damoodar River	...	...	...	...	
Baraset-Basirhat Light .	...	...	...	...	
Barsi Light . . .	...	...	...	...	
Bengal Provincial . .	...	...	...	...	
Bilimora-Kalamba, Bodeli-Chhota-Udaipur, Broach Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	...	...	...	...	
Bukhtiarpur-Bihar Light	...	...	...	...	
Burdwan-Katwa .	...	...	...		
Carried over ...	3,345	.....	35,65,045	.....	

APPENDIX 22—*concld.*

Railways on which block instruments were used for train signalling on the 31st March 12 90

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working exclud ing repairs.	Cost per section.	
1	2	6	4	5	6
Brought forward ...	3,345	.....	Rs. 35,65,045	Rs.	
2' 6" Gauge—*concld.*					
Champaner-Shivrajpur	...	...		...	
Pani Light . .	...	...	...		
Cutch State . . .	...	...	...	...	
Dehri-Rohtas Light .	...	...	...	...	
Dholpur-Bari . .	8	Through wire, single line. No token.	800	100	
Dhond-Baramati . .	2	Train wire, single line. No token.	600	300	
Eastern Bengal . .	...	...	...	...	
Ellichpur-Yeotmal .	18	Train wire, single line. No token.	5,400	300	
Godhra-Lunavada . .	...	...	...	...	
Gondia-Chanda, Jubbulpore Gondia-Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	...	...	...	...	
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	
Jessore-Jhenidah . .	...	...	...	...	
Kalighat-Falta . .	...	...	...	...	
Kalka-Simla . . .	...	...	...	...	
Kolar District . .	...	...	...	...	
Madaya Light . .	*	*	*		
Morappur-Hosur and Tirupattur-Krishnagiri.	13	Train wire, single line. No token.	1,950	150	
Morvi	...	...	...	...	
Nadiad-Kapadvanj . .	...	...	...	...	
Pachora-Jamner . .	4	Train wire, single line. No token.	1,440	360	
Pulgaon-Arvi . . .	8	Train wire, single line. No token.	1,080	360	
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	
Tezpore-Balipara Light .	...	...	...	...	
Trans-Indus (Kalabagh-Bannu.)	...	...	...	...	
2' 0" Gauge.					
Darjeeling-Himalayan .	...	...	...	...	
Gwalior Light . . .	...	...	...	...	
Howrah-Amta Light .	...	...	...	...	
Howrah-Sheakhala Light	...	...	...	...	
Jagadhri Light . .	...	...	...	...	
Jorhat (Provincial). .	...	...	...	...	
Kulasekarapatnam Light	...	...	...	...	
Matheran Light . .	*	*	*	*	
Pipar-Bilara Light .	...	...	...	...	
Tarikere- Narasimharaja-pura..	...	...	...	...	
Tumsar-Tirodi Light .	...	...	...	...	
Total .	3,393	...	35,76,315	...	

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	12	3,39	9	5	...	...	5
(B) Engineer's plant excluding petty tools.	15	2	...	4	32	3	...	27	9
(C) Workshop Machinery and Heavy Tools.	1,46	70	1	17	84	1	12	1,38	...
(D) Permanent-way :—									
(*a*) Rails ...	...	5	17,79	1,19	...	10,08	24,24	...	4,58
(*b*) Steel sleepers ...	16,90	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	...	...	86	3,49	...	...	...
(*d*) Wooden sleepers	...	...	14,45	...	...	16,78	...	...	12,66
(*e*) Chairs and Fastenings	40	57	5,48	2,05	94	4,61	2,31	6	36
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	7,51	1,08	16	7,29	99	5,19	11,88	27	...
(*b*) Coaching stock ...	...	...	...	1,15	29	...	5,48	...	...
(*c*) Goods stock ...	3,83	...	...	38,44	7,95	...	78,52	...	...
(*d*) Spare parts Coaching and Goods stock.	48,50	10,71	1,69	1,08	5,85	6,73	8,18	94	80
(*e*) Motor cars ...	...	...	...	27	...	...	...	...	...
(F) Building and Station Materials and Fencing.	21	46	60	33	2,61	52	3	51	79
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	1,62	76	13	1,70	2,41	61	42	59	11
(*b*) Steel (excluding permanent-way materials).	4,31	4,04	1,12	3,08	5,76	97	1,03	89	27
(*c*) Iron (excluding permanent-way materials).	1,78	4,92	43	2,23	1,68	2,95	53	3,32	3,12
(*d*) Other metals ...	1,60	1,16	4	5,61	2,12	47	4	91	21
(*e*) Timber ...	...	...	9,16	...	...	19,20	...	...	...
(*f*) Oils ...	...	12,07	3,53	...	4,76	17,19	...	10,34	1,58
(*g*) Portland cement..	...	43	15	...	20	15	...	...	38
(*h*) All other stores...	7,18	12,71	6,85	2,42	20,78	16,60	23	5,20	6,8*
(H) Electrical plant and materials	6,17	5,72	12	63	4,61	...	6	2,69	2
Total ...	1,01,62	55,40	61,83	71,07	62,56	1,05,63	1,33,02	27,37	31,89

DIX 23.

financial year 1919-20 showing in thousands of rupees :—

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

and mortar, timber, ballast, etc., etc., are not included.

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
...	1	1	...	...	...	...	...	...	...	...	2
53	1,33	...	1	58	13	16	3	...	41	50	14
2,50	1,19	...	1,40	1,78	1	1,38	5	1	6,84	67	9
34,96	...	4,66	19,16	...	10,49	12,57	...	10,04	...	...	15,00
...	...	...	...	...	...	...	...	...	...	...	...
...	2	...	...	...	...	...	...	93	...	...	9,04
...	...	13,46	...	...	15,63	...	...	17,18	...	...	3,28
11	...	49	4,53	...	1,10	2,53	22	2,67	23,74	...	3,82
21,92	7	...	6,08	44	19	8,93	37	20	51,83	37	27
...	...	...	...	...	...	5	...	29	...	...	...
*2,85,57	*2,70	...	...	...	...	3,24	...	...	...	...	47,61
...	...	...	28,56	3,06	9,24	7,68	91	20	55,29	5,45	1,78
...	...	...	...	16	...	...	...	...	8	6	...
2,84	59	1,63	1,50	6,73	2,22	26	30	13	82	1,43	1,91
1,32	90	...	82	2,99	24	1,46	54	15	3,27	76	37
7,06	26	13,01	1,50	7,89	4,74	1,42	1,21	49	17,56	1,10	1,13
3,23	9,30	26,95	1,05	45	1,95	1,69	2,87	1,49	...	30	5,71
4,93	2,32	3,28	1,02	48	4,73	1,84	89	30	...	79	19
...	42	6,88	...	...	17,11	...	...	9,56	...	1,76	66
...	19,73	3,30	...	15,75	7,64	...	8,48	90	...	17,58	12,55
...	...	...	...	1	97	...	...	79	...	...	18
9,85	24,75	47,50	3,81	21,80	1,44,01	5,16	4,39	8,37	22,67	5,86	5,17
2,56	2,01	...	90	6,25	1,06	50	1,59	...	5,40	3,26	3
3,77,33	65,50	1,21,22	70,34	68,37	2,21,46	48,39	21,85	53,70	1,83,54	39,89	1,08,95

* Including E (*b*), coaching stock and E (*d*), spare parts is of coaching and goods stock.

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Oudh and Rohilkhand.			South Indian.			Assam-Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	1,64	...	...	83	...	...
(B) Engineer's plant excluding petty tools.	...	19	16	8	17	...	1	19	4
(C) Workshop Machinery and Heavy Tools.	98	44	1	12	7	...	1	20	...
(D) Permanent-way :—									
(*a*) Rails ...	4,70	...	2,39	9,00	...	...	...	...	3,01
(*b*) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	21	40	...	...	...	...	...
(*d*) Wooden sleepers	...	...	12,92	...	...	8,14	...	...	4,29
(*e*) Chairs and Fastenings.	1,01	...	15	47	...	78	57	1	46
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	3,79	8	...	3,85	10	...	7,45	51	11
(*b*) Coaching stock ...	...	...	...	...	...	...	...	...	...
(*c*) Goods stock ...	21,08	...	...	10,85	*3,67	...	12,00	...	...
(*d*) Spare parts Coaching and Goods stock.	8,21	74	2	2,68	1,12	1	5,01	22	9
(*e*) Motor cars ...	...	...	...	...	...	...	...	...	...
(F) Building and Station Materials and Fencing.	5	25	42	1	63	2	16	36	20
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	16	62	9	25	36	7	11	32	6
(*b*) Steel (excluding permanent-way materials).	50	1,41	95	61	20	2	32	32	24
(*c*) Iron (excluding permanent-way materials).	37	22	37	57	1,28	77	...	8	3
(*d*) Other metals ...	27	12	80	1,08	83	4	15	15	18
(*e*) Timber ...	...	...	3,78	...	...	2,47	...	...	1,55
(*f*) Oil ...	...	5,55	3,42	...	4,31	4,60	...	71	2,64
(*g*) Portland cement...	...	...	11	...	1	17	...	...	33
(*h*) All other stores ...	72	2,77	14,50	4,37	3,15	24,29	28	2,34	1,35
(H) Electrical plant and materials.	1,43	49	...	2,08	63	14	2	54	2
Total ...	43,27	12,88	40,30	38,06	16,53	41,52	26,92	6,02	14,60

Represents the cost of materials purchased in replacement of supplies made to Overseas Forces.

DIX 23—*concld.*

financial year 1919-20 showing in thousands of rupees :—

imported direct.
Stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1919-20.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	3	...	...	...	...	...	5,89	10	25
...	1	...	...	8	5	...	1	...	1,42	3,70	64
4	1	2	1	11	...	8	3	...	15,11	7,47	16
...	...	...	6,96	...	1,01	...	...	2,72	1,12,78	5	81,77
...	...	...	...	...	...	...	...	...	16,90	...	...
...	...	...	...	...	...	...	...	...	40	38	13,67
...	...	5,28	...	...	5,15	...	...	1,20	...	...	1,30,42
...	...	...	1,24	...	...	44	2	61	39,40	1,82	20,53
10,52	5	...	2,20	...	...	30	6	3	1,43,50	4,39	6,15
...	...	...	1	...	...	13	6	...	6,82	35	29
*3,90	*23	*4	12,29	21	25	1,40	3	...	†4,71,12	†14,79	†47,90
...	5	...	5	2	3	7	...	1	1,65,91	29,07	20,60
...	...	...	...	...	...	...	53	3	35	75	3
...	7	6	1,03	58	9	...	2	...	7,26	14,54	8,64
51	21	6	25	9	2	...	16	3	11,89	10,71	1,94
5	4	...	39	35	24	8	19	...	37,91	23,73	23,18
71	64	21	2	12	9	13	24	...	12,31	25,42	44,07
91	43	10	4	35	...	25	31	2	17,74	10,76	10,36
...	...	1,50	...	...	15	...	...	9	...	2,18	72,11
...	3,65	38	...	66	2,28	...	71	20	...	1,04,30	60,21
...	1	3	29	9	8	...	1	...	29	76	3,34
1,32	1,73	2,15	1,81	2,07	3,67	14	71	1,26	59,96	1,08,26	2,82,59
51	22	2	32	22	...	9	13	...	20,67	28,36	1,41
18,47	7,35	9,85	26,94	4,95	13,11	3,11	3,22	6,20	11,47,63	‡3,91,89	8,30,26

* Including coaching stock.

† Includes the value of coaching stock and spare parts of coaching and goods stock on the East Indian Railway and that of coaching stock only on the Bengal and North Western Railway.

‡ Includes Rs. 3,67,000 being the cost of materials purchased by the South Indian Railway in replacement of supplies made to Overseas Forces.

Number of servants of all races employed on each railway system (open lines only) and the

Railway system.	Number of servants employed.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.
1	2	3	4	5	6	7	8	9
Bengal-Nagpur	581	617	925	989	48,860	53,050	50,366	54,656
Bombay, Baroda and Central India	*630	671	*732	725	*62,596	65,300	*63,958	66,696
Eastern Bengal	327	333	528	527	41,808	43,946	42,663	44,806
East Indian	1,472	1,569	1,412	1,506	1,10,759	1,18,705	1,13,643	1,21,780
Great Indian Peninsula	*1,452	1,425	1,313	1,430	*1,00,478	1,02,729	*1,03,243	1,05,584
Madras and Southern Mahratta	251	250	1,863	1,824	46,135	44,276	48,249	46,350
Nizam's Guaranteed State	90	87	335	346	13,220	13,460	13,645	13,893
North Western	*1,082	1,108	*821	878	*103,965	1,07,765	*105,868	109,751
Oudh and Rohilkhand	232	245	299	336	26,100	27,698	26,631	28,279
South Indian	174	181	1,145	1,173	27,205	28,027	28,524	29,381
Assam-Bengal	64	76	232	244	10,315	11,146	10,611	11,466
Bengal and North-Western	109	117	187	195	23,611	23,974	23,907	24,286
Bengal Dooars	6	7	4	2	1,844	1,509	1,854	1,518
Bhavnagar State	3	1	*12	13	*2,151	2,029	*2,166	2,043
Burma	106	130	502	515	19,567	19,889	20,175	20,534
Dibru-Sadiya	14	15	...	...	2,021	2,062	2,035	2,077
Gondal	2	1	7	11	1,925	1,846	1,934	1,858
Jamnagar	1	1	...	...	370	380	371	381
Jodhpur-Bikaner	18	18	15	18	7,737	8,185	7,770	8,221
Junagad State	1	1	4	4	960	874	965	879
Morvi	...	...	...	...	604	621	604	621
Mysore-Arsikere ‡	*1	1	*13	29	*699	1,276	*713	1,306
Rohilkund and Kumaon	30	31	31	30	4,635	5,143	4,696	5,204
Udaipur-Chitorgarh	1	1	...	...	366	366	367	367
Ahmadpur-Katwa	...	...	...	...	319	186	319	186
Ambaji Taranga Light	...	...	...	...	...	...	...	...
Arakan Light	...	...	1	...	154	150	155	150
Arrah-Sasaram Light	1	1	3	3	301	303	305	307
Bangalore-Chik Ballapur Light ††	...	...	...	...	...	...	...	...
Bankura-Damoodar River	3	3	1	...	513	404	517	407
Baraset-Basirhat Light	...	...	...	...	397	410	397	410
Barsi Light	6	5	30	28	910	904	946	937
Bengal Provincial	...	...	1	1	294	294	295	295
Bukhtiarpur-Bihar Light	...	...	...	1	218	236	218	237
Burdwan-Katwa	...	...	...	1	318	280	318	281
Champaner-Shivrajpur-Pani Light§	2	2	...	...	498	515	500	517
Cutch State	1	1	...	...	188	215	189	216
Dehri-Rohtas Light	...	...	1	2	239	240	240	242
Dholpur-Bari	1	1	...	...	293	282	299	283
Godhra-Lunavada ¶	...	...	...	...	...	...	...	...
Jessore-Jhenidah	...	...	1	1	283	208	284	209
Kalighat-Falta	...	...	...	...	279	248	299	248
Kolar District††	...	...	...	...	...	...	...	...
Madaya Light	**	**	**	**	**	**	**	**
Nadiad-Kapadvanj ¶	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	4	4	...	...	625	731	627	735
Tezpore-Balipara Light	3	3	1	1	268	253	272	257
Darjeeling-Himalayan	24	26	19	20	1,943	1,924	1,986	1,970
Gwalior Light	3	3	1	2	523	524	526	529
Howrah-Amta Light	5	4	9	8	769	734	783	746
Howrah-Sheakhala Light	...	...	...	...	187	190	187	190
Jagadhri Light	...	...	...	...	47	46	47	46
Jorhat (Provincial)	1	1	...	...	194	210	195	211
Kulasekarapatnam Light	1	1	2	2	111	141	114	144
Tarikere-Narasimharajapura ††	...	...	...	...	...	...	...	...
Total	*6,702	6,941	*10,450	10,865	*667,824	693,884	*684,976	711,690

DIX 24.

amounts deposited by them in the Provident Fund at the close of the financial year 1919 20.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1920, including interest to that date.				Remarks.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
10	11	12	13	14	15	16
		Rs.	Rs.	Rs.	Rs.	
697	10,439	2,13,176	58,56,900	55,60,030	1,16,30,106	* Revised.
523	14,808	1,48,349	92,55,804	89,98,939	1,84,03,092	
584	10,607	69,022	50,45,996	44,55,692	95,70,710	
6,489	20,427	†	†	†	3,00,84,489	† Amounts under voluntary and compulsory deposits and bonus given by railway are not available.
...	24,198	...	†	†	2,61,85,000	
...	16,446	...	81,35,833	53,62,383	1,34,98,216	
...	2,844	...	14,77,574	14,37,942	29,15,516	
732	16,797	1,35,181	1,10,96,554	1,07,13,740	2,19,45,425	
194	4,543	30,589	27,40,276	26,58,413	54,29,278	
36	7,006	13,630	41,26,586	38,72,535	80,12,751	
...	3,281	...	14,04,539	10,73,058	24,77,597	
10	4,289	1,102	19,92,886	19,33,284	39,27,272	
2	246	6	1,41,430	1,05,760	2,47,196	
187	430	29,369	1,58,571	1,42,760	3,30,700	
...	4,223	...	35,59,071	32,59,703	68,18,774	
...	...	...	...	...	...	
18	331	2,105	82,862	75,652	1,60,619	
8	73	4,079	25,327	23,667	53,073	
83	1,516	12,744	4,15,803	3,94,955	8,23,502	
45	214	5,748	52,869	49,726	1,08,343	
...	244	...	41,155	6,691	47,846	
5	760	336	40,729	21,082	62,147	‡ Includes the Bankalere-chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Railways.
2	1,022	13	4,90,551	4,79,223	9,69,787	
...	51	...	21,079	29,610	50,689	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	81	...	1,668	913	2,581	
...	46	...	14,775	11,978	26,753	
...	...	...	...	...	...	†† Included with the Mysore-Arsikere railway.
...	...	...	...	...	...	
...	98	...	15,575	13,508	29,083	
...	279	...	79,922	75,736	1,55,658	
...	89	...	13,553	8,021	21,574	
...	41	...	5,512	4,745	10,257	
...	...	...	...	...	...	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	124	‖25,123	22,017	23,180	70,320	‖ Contributions by a depositor who has since become a compulsory depositor.
...	...	...	...	...	...	
25	86	86	1,082	1,096	2,164	
...	...	...	...	...	...	
...	...	...	...	...	...	¶ Included with the Champaner-Shivrajpur-Pani Light railway.
...	...	...	...	...	...	
...	...	...	...	...	...	
**	**	**	**	**	**	
...	...	...	...	...	...	
...	149	...	50,651	49,853	1,00,504	** Information not available.
...	...	...	...	...	...	
...	389	...	1,98,000	‡‡1,97,844	3,95,844	‡‡ Includes interest on compulsory deposits and bonus.
...	36	...	7,471	9,422	16,893	
...	287	...	72,859	64,506	1,37,365	
...	17	...	4,404	3,770	8,174	
...	...	...	...	...	...	
8	42	1,045	29,698	20,523	51,266	
...	...	...	...	...	...	
...	...	...	...	...	...	
9,848	1,44,515	6,91,603	5,66,79,532	5,11,39,940	16,47,80,564	

APPENDIX 25.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1919-20.

Railway system.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
			Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10
	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Bengal-Nagpur	*	848	24,335	1,50,407	16,155	1,91,397	68·27	0·02	
Bombay, Baroda and Central India	193	2,934	*	*	*	4,87,090	124·56	0·03	
Eastern Bengal	194	1,406	3,505	1,29,541	335	1,33,381	76·71	0·02	
East Indian	16	2,132	*	*	*	5,46,106	196·98	0·02	
Great Indian Peninsula	55	1,908	70,089	3,08,408	32,466	4,10,963	131·67	0·02	
Madras and Southern Mahratta	18	1,099	10,848	3,37,589	20,628	3,69,015	122·52	0·03	
Nizam's Guaranteed State	71	534	54,256	90,425	11,251	1,55,932	173·84	0·06	
North Western	...	2,557	...	4,21,996	312	4,22,308	79·36	0·02	
Oudh and Rohilkhand	...	685	...	84,311	5,910	90,221	56·12	0·01	
South Indian	...	480	...	2,48,089	...	2,48,089	133·92	0·03	
Assam-Bengal	*	268	42,158	44,758	5,943	92,859	90·96	0·04	
Bengal and North-Western	54	725	4,288	74,347	2,912	81,547	39·51	0·01	
Bengal Dooars	1	30	...	3,240	...	3,240	20·48	0·01	
Bhavnagar State	11	75	...	...	...	25,001	121·90	0·05	
Burma	48	596	1,28,000	51,013	3,644	1,82,657	113·75	0·03	
Dibru-Sadiya	1	9	1,680	4,020	60	5,760	63·12	0 02	
Gondal	16	65	...	18,538	...	18,538	80·27	0·03	
Jamnagar	1	12	...	...	...	3,368	66·84	0·04	
Jodhpur-Bikaner	11	194	5,383	30,386	4,059	39,828	29·93	0·02	
Junagad State	6	20	1,192	5,250	1,674	8,116	58·21	0·04	
Morvi	5	20	...	6,515	...	6,515	70·18	0·02	
Mysore-Arsikere Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud.	14	100	1,149	19,095	339	20,583	84·81	0·07	
Rohilkund and Kumaon	10	261	4,794	25,995	1,680	32,469	56·46	0·03	
Ambaji-Taranga Light	...	5	...	200	...	200	9·75	...	
Arakan Light	...	1	...	192	...	192	10·52	0·01	
Arrah-Sasaram Light	...	7	...	777	...	777	11·95	0·01	
Bangalore-Chik Ballapur Light. and Kolar District.	6	50	412	6,895	210	7,517	73·55	0·06	
Baraset-Basirhat Light	...	8	...	1,478	...	1,478	28·29	0·01	
Barsi Light	...	43	...	5,405	...	5,405	46·00	0·02	
Bukhtiarpur-Bihar Light	...	11	...	1,546	...	1,546	46·84	0·02	
Champaner-Shivrajpur-Pani Light	...	5	...	1,204	...	1,204	37·16	0·03	
Dehri-Rohtas Light	...	8	832	...	...	832	34·91	0·02	
Dholpur-Bari	...	9	...	548	14	562	10·88	0·01	
Godhra-Lunavada	...	4	...	936	...	936	36·78	0·04	
Nadiad-Kapadvanj	...	8	...	1,580	...	1,580	56·31	0·84	
Shahdara (Delhi)-Saharanpur Light	...	31	...	2,552	...	2,552	27·58	0·02	
Darjeeling-Himalayan	...	9	...	1,349	...	1,349	9·21	...	
Gwalior Light	1	52	6,456	...	292	6,748	27·00	0·02	
Howrah-Amta Light	...	17	...	3,001	...	3,001	68·41	0·01	
Howrah-Sheakhala Light	...	2	...	360	...	360	18·23	...	
Jagadhri Light	...	5	...	555	...	555	167·82	0·04	

* Details are not available owing to a lump sum payment to Government for "crime and order" police.

APPENDIX 26.

Transactions of the Fine Funds for the financial year 1919-20.

Railway system.	Assets.				Disbursements.						Balance on 31st March 1920.
	Balance on 31st March 1919.	Fines and bonus forfeited during 1919-20.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	69,649	57,190	1,195	1,28,034	1,687	1,411	9,345	18,265	6,506	37,214	90,820
Bombay, Baroda and Central India	18,386	22,056	900	41,342	...	3,230	...	3,736	2,832	9,798	31,544
Eastern Bengal	4,893	13,510	184	18,587	...	...	...	10,314	2,093	12,407	6,180
East Indian	1,63,213	73,891	7,254	2,44,358	1,800	796	10,769	33,750	11,758	58,873	1,85,485
Great Indian Peninsula	46,461	52,954	327	99,742	...	1,034	6,060	23,261	12,480	42,835	56,907
Madras and Southern Mahratta	49,702	9,612	1,721	61,035	100	884	...	...	4,948	5,932	55,103
Nizam's Guaranteed State	31,253	2,600	1,557	35,410	...	...	95	377	3,804	4,276	31,134
North Western	77,466	54,417	3,452	1,35,335	...	...	8,580	9,983	6,050	24,613	1,10,722
Oudh and Rohilkhand	11,491	8,943	358	20,792	...	...	7	105	8,536	8,648	12,144
South Indian	65,861	16,133	3,428	84,922	...	385	...	2,646	707	3,738	81,184
Assam-Bengal	18,162	9,133	643	27,938	...	15	5,864	4,365	1,597	11,841	16,097
Bengal and North-Western	2,09,794	11,876	1,840	2,23,510	100	280	2,804	6,000	2,02,636	2,11,820	11,690
Bengal Dooars	3,920	1,419	82	5,421	...	...	720	1,180	613	2,513	2,908
Bhavnagar State	2,424	1,048	51	3,523	...	630	90	250	1,799	2,769	754
Burma	4,549	13,149	...	17,698	...	...	1,193	6,395	3,937	11,525	6,173
Gondal	1,890	627	63	2,580	...	...	...	250	250	500	2,080
Jamnagar	617	41	19	677	...	...	...	29	6	35	642
Jodhpur-Bikaner	427	18,325	39	18,791	975	110	3,643	2,496	8,060	15,284	3,507
Junagad State	1,170	110	28	1,308	...	...	...	347	2	349	959
Morvi	1,881	183	...	2,064	...	...	175	...	...	175	1,889
Rohilkund and Kumaon	52,850	5,905	1,701	60,456	...	...	...	3,341	1,855	5,196	55,260
Udaipur-Chitorgarh	1,071	48	...	1,119	...	...	...	...	...	...	1,119
Arakan Light	...	61	...	61	...	...	...	...	...	...	61
Arrah-Sasaram Light	113	76	...	189	...	...	...	...	...	...	189
Bangalore-Chik Ballapur Light, Birur-Shimoga, Kolar District, Mysore-Arsikere, Mysore-Bangalore, Mysore-Nanjangud and Tarikere-Narasimharajapura.	888	531	25	1,444	...	...	50	...	...	50	1,394
Baraset-Basirhat Light	...	74	...	74	...	...	...	...	...	...	74
Barsi Light	1,394	382	...	1,776	50	...	120	...	53	223	1,553
Bengal Provincial	...	38	...	38	38	...	...	...	...	38	...
Bukhtiarpur-Bihar Light	...	45	...	45	...	...	...	...	...	...	45
Champaner-Shivrajpur-Pani Light, Godhra-Lunavada and Nadiad-Kapadvanj	413	227	...	640	...	...	...	...	10	10	630
Dehri-Rohtas Light	287	20	...	307	...	...	...	...	...	...	307
Dholpur-Bari	161	208	...	369	...	...	...	...	132	132	237
Shahdara (Delhi)-Saharanpur Light	907	...	333	1,240	...	...	...	...	...	...	1,240
Tezpore-Balipara Light	162	140	...	302	...	...	...	...	19	19	283
Darjeeling-Himalayan	1,535	108	15	1,658	...	...	...	...	2	2	1,656
Howrah-Amta Light	...	73	...	73	...	...	...	...	...	...	73
Howrah-Sheakhala Light	...	6	...	6	...	...	...	...	...	...	6
Jagadhri Light	*181	45	...	226	...	...	...	...	...	...	226
Jorhat (Provincial)	626	39	14	679	...	...	...	...	100	100	579

* Revised figures.

APPEN

Number of persons reported, during the twelve months ended the 31st March 1920, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	PASSENGERS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	...	18
		Injured	4	3	...	84
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	From falling between trains and platforms ...	Killed	1	5	...	17
		Injured	6	7	...	28
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	2	2	...	...
		Injured	19	28	1	25
3	Whilst crossing the line at stations ...	Killed	2	3	1	8
		Injured	2	6	2	5
4	By closing of carriage doors	Killed	...	...	...	1
		Injured	1	2	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed	9	7	3	28
		Injured	36	131	14	62
6	Other accidents	Killed	...	7	...	5
		Injured	...	21	...	8
	TOTAL ...	Killed	14	24	4	59
		Injured	64	195	17	128
	TOTAL PASSENGERS ...	Killed	14	24	4	77
		Injured	68	198	17	212
	SERVANTS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	7	2	10
		Injured	4	28	...	46
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	Whilst coupling or uncoupling vehicles ...	Killed	1	5	...	1
		Injured	4	19	...	11
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	...	...	...	1
		Injured	1	1	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	...	...	...	...
		Injured	...	...	...	1
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	...	...	1
		Injured	4	4	...	8
5	Whilst braking, spragging, or chocking wheels	Killed	...	...	...	1
		Injured	1	1	...	4
6	Whilst attending to ground points, marshalling trains, etc.	Killed	1	...	...	...
		Injured	...	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	1
		Injured	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	...	...	...	...
		Injured	5	3	2	7
	Carried over ...	Killed	2	5	...	5
		Injured	15	28	2	31

DIX 27.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
...	...	...	60	...	...	...	...	
6	3	...	117	...	...	...	1	
6	5	...	28	5	7	...	...	1
5	3	2	50	6	4	...	...	
4	1	...	4	1	10	...	...	2
2	21	...	8	5	14	...	2	
14	2	2	4	2	...	...	2	3
6	...	4	2	1	...	...	6	
...	...	...	7	...	...	...	...	4
...	1	1	9	1	...	1	...	
26	10	...	85	11	9	...	2	5
44	38	44	183	56	63	10	53	
9	1	...	1	...	...	...	...	6
3	4	...	...	2	2	2	2	
59	19	2	129	19	26	...	4	
60	67	51	252	71	83	13	63	
59	19	2	189	19	26	...	4	
66	70	51	369	71	83	13	64	
7	...	...	17	...	...	6	...	
29	3	...	84	...	3	4	...	
2	...	...	11	...	...	...	1	1
17	2	1	27	4	5	1	2	
...	...	...	1	...	...	...	...	2
1	...	1	...	...	...	...	...	
...	...	...	...	...	1	...	...	3
...	...	...	...	...	1	...	...	
...	...	...	4	...	...	...	...	4
5	1	3	7	2	...	...	...	
2	...	...	1	...	...	...	...	5
4	...	...	1	...	2	...	...	
...	...	...	1	...	...	...	...	6
2	...	...	7	...	...	...	...	
...	1	...	...	...	...	...	...	7
...	1	...	...	...	...	...	...	
14	...	...	14	...	4	...	...	8
23	3	11	17	...	4	...	7	
18	1	...	32	...	5	...	1	
52	7	16	59	6	12	1	9	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1920, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	SERVANTS - *concld.*					
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*					
	Brought forward ...	Killed	2	5	...	5
		Injured	15	28	2	31
9	From falling off engines, etc., during the travelling of trains.	Killed	1	...	1	1
		Injured	4	3	2	7
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	1	...	...	...
		Injured	1	1	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	1	...	...	8
		Injured	20	5	2	19
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	...	...	...
		Injured	...	5	...	5
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	2	6
		Injured	...	1	3	3
14	Whilst attending to gates at level-crossings ...	Killed	...	2	4	4
		Injured	...	...	1	3
15	Whilst walking, crossing, or standing on the line on duty.	Killed	15	15	3	28
		Injured	10	22	6	23
16	From being caught between vehicles ...	Killed	2	...	...	5
		Injured	2	2	1	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed	4	...	...	7
		Injured	1	...	...	8
18	Whilst walking, etc., on the line on the way home or to work.	Killed	...	1	...	4
		Injured	2	1	2	9
19	Miscellaneous	Killed	1	6	1	7
		Injured	4	26	9	11
	TOTAL ...	Killed	27	29	11	75
		Injured	59	94	28	122
	TOTAL SERVANTS ...	Killed	27	36	13	85
		Injured	63	122	28	168
	OTHERS.					
1	Whilst passing over the railway at level crossings.	Killed	2	12	2	13
		Injured	4	7	1	3
2	Trespassers	Killed	142	150	173	341
		Injured	51	87	61	71
3	Suicides	Killed	50	4	...	75
		Injured	5	...	...	7
4	Miscellaneous	Killed	107	9	...	8
		Injured	14	7	1	12
	TOTAL OTHERS ...	Killed	301	175	175	437
		Injured	74	101	63	93
	TOTAL ALL CLASSES ...	Killed	342	235	192	599
		Injured	205	421	108	473

DIX 27 – *contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and ca..ses of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
18	1	...	32	...	5	...	1	}
52	7	16	59	6	12	1	9	}
5	...	...	9	...	...	...	...	}
9	2	2	25	...	3	1	1	} 9
2	...	...	2	...	...	...	...	}
1	...	1	2	...	...	...	1	} 10
11	...	...	6	...	1	...	...	}
13	2	1	11	2	8	...	2	} 11
2	...	...	1	1	...	...	...	}
26	...	1	5	3	6	...	...	} 12
7	...	...	7	1	...	...	...	}
2	2	1	2	...	...	...	...	} 13
2	...	...	1	3	...	...	...	}
1	1	...	2	1	...	...	...	} 14
31	4	...	36	1	2	...	...	}
26	4	...	11	5	2	2	...	} 15
3	1	...	...	...	...	...	...	}
6	1	1	...	...	2	...	1	} 16
1	...	...	...	2	...	...	...	}
1	5	...	...	3	3	...	1	} 17
7	...	...	1	4	...	...	...	}
1	...	...	1	3	...	...	...	} 18
12	4	6	1	3	...	1	...	}
12	12	15	1	2	9	1	1	} 19
111	10	6	96	15	8	1	1	}
170	36	38	119	25	45	5	16	}
108	10	6	113	15	8	7	1	}
179	39	33	203	25	48	9	16	}
2	3	...	9	...	2	...	...	}
5	1	...	3	1	2	...	1	} 1
197	80	31	194	91	70	39	104	}
37	37	9	66	27	17	16	35	} 2
15	18	1	7	44	17	3	31	}
...	...	...	1	1	...	1	1	} 3
1	...	...	1	2	4	24	10	}
2	...	...	1	3	5	6	9	} 4
215	101	32	211	137	93	66	145	}
44	38	9	71	32	24	23	46	}
382	130	40	518	171	127	73	150	}
289	147	98	648	128	155	45	126	}

Number of persons reported, during the twelve months ended the 31st March 1920, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Dooars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
	PASSENGERS.							
...	From accidents to trains, etc.—See Appendices 30 and 31.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	5	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	From falling between trains and platforms ...	Killed ...	...	...	1	...	...	...
		Injured ...	...	1	3	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	6	...	...	...
3	Whilst crossing the line at stations ..	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
4	By closing of carriage doors	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed ...	...	1	9	...	...	...
		Injured ...	...	3	21	...	2	...
6	Other accidents	Killed ...	10	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
		Killed ...	10	1	10	...	...	...
	TOTAL ...	Injured ...	...	4	30	...	2	...
	TOTAL PASSENGERS ...	Killed ...	10	1	10	...	...	...
		Injured ...	...	4	35	...	2	...
	SERVANTS.							
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	2	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	2	...	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	1	3	...	1	...
5	Whilst braking, spragging, or chocking wheels	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	...	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed ...	...	...	...	...	...	...
		Injured ...	...	1	3	...	1	...
	Carried over ...	Killed ...	...	...	1	...	...	...
		Injured ...	...	2	12	...	2	...

DIX 27—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore Railways.	Rohilkund and Kumaon.	Udaipur-Chitorgarh.	2' 6" and 2' 0" gauge lines worked independently and not included in the previous railway systems.		Total all gauges.		Serial number.
						Total.	Total previous year.	1919-20.	1918-19.	
1	...	...	...	...	...	6	...	85	12	
...	...	...	...	...	...	18	...	241	131	
...	...	...	...	...	...	...	...	75	80	
...	...	...	...	...	...	...	...	115	75	1
1	...	...	...	...	...	...	2	25	36	
...	...	...	...	...	...	1	...	132	94	2
...	...	...	...	...	...	...	...	40	29	
1	...	...	...	3	...	...	...	38	31	3
...	...	...	...	...	...	...	...	8	2	
...	...	...	...	...	...	...	...	16	3	4
...	...	...	...	4	...	...	1	204	143	
22	3	2	5	6	...	8	12	806	728	5
...	...	...	...	...	...	...	...	33	41	
...	...	...	...	...	...	3	3	47	57	6
1	...	...	...	4	...	...	3	385	331	
23	3	2	5	9	...	12	15	1,154	988	
2	...	...	...	4	...	6	3	470	343	
23	3	2	5	9	...	20	15	1,395	1,119	
...	...	...	...	...	...	...	1	49	23	
1	...	...	...	2	...	17	4	223	150	
...	...	...	...	1	...	...	...	22	34	
	...	...	...	...	...	...	2	98	109	1
...	...	...	...	...	...	...	...	2	2	
...	...	...	...	...	...	...	...	4	3	2
...	...	...	...	...	...	...	...	1	1	
...	...	...	...	...	...	...	...	5	5	3
1	...	...	...	...	...	...	...	6	7	
3	...	...	...	...	...	...	...	42	37	4
...	...	...	...	...	...	...	...	5	...	
...	...	...	...	...	...	...	...	13	5	5
...	...	...	...	...	...	...	1	2	6	
...	...	...	...	...	...	...	1	10	8	6
...	...	...	...	...	...	...	...	2	1	
...	...	...	...	...	...	...	...	1	3	7
...	...	...	...	...	...	...	...	32	38	
1	...	...	...	1	...	...	2	89	88	8
1	...	...	...	1	...	...	1	7	8	
7	...	...	...	1	...	...	5	262	238	

Number of persons reported, during the twelve months ended the 31st March 1920, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured	Bengal-Dooars.	Bhav-nagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
	SERVANTS—*concld.*							
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*							
	Brought forward ...	Killed	...	...	1	...	...	...
		Injured ...	...	2	12	...	2	...
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	...	...	...	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	...	2	...	...	...
		Injured ...	...	...	3	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	1	...	2	...	...	...
		Injured ...	...	...	1	...	...	...
14	Whilst attending to gates at level-crossings ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	3	...	1	...
16	From being caught between vehicles ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	...	2	...	1	...
		Injured ...	...	1	...	...	1	...
19	Miscellaneous	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	1	...
	TOTAL ...	Killed ...	1	...	13	...	1	...
		Injured ...	...	3	25	...	5	...
	TOTAL SERVANTS ...	Killed ...	1	...	13	...	1	...
		Injured ...	...	3	27	...	5	...
	OTHERS.							
1	Whilst passing over the railway at level crossings.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	2	1	...	...
2	Trespassers	Killed ...	10	1	67	6	2	1
		Injured ...	...	1	24	1	1	...
3	Suicides	Killed ...	...	1	3	...	...	...
		Injured ...	...	...	...	...	...	...
4	Miscellaneous	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
	TOTAL OTHERS ...	Killed ...	10	2	71	6	2	1
		Injured ...	...	1	26	2	1	...
	TOTAL—ALL CLASSES ...	Killed ...	21	3	94	6	3	1
		Injured ...	...	8	88	2	8	...

DIX 27—*concld.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore Railways.	Rohilkund and Kumaon.	Udaipur-Chitorgarh	2' 6" and 2' 0" Gauge lines worked independently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Serial number.
						Total.	Total previous year.	1919-20.	1918-19.	
1	...	...	...	1	...	...	1	72	89	
7	...	...	...	1	...	...	5	262	258	
...	...	...	...	...	...	2	2	20	25	9
...	...	...	1	...	...	6	...	66	47	
...	...	...	...	...	...	...	...	5	4	10
...	...	...	...	...	...	...	...	7	16	
...	...	...	...	...	...	...	...	29	28	11
1	...	...	...	...	...	2	1	91	67	
...	...	...	...	...	...	...	...	4	...	12
1	...	...	...	...	...	...	1	55	19	
...	...	...	...	...	...	...	...	26	27	13
...	...	...	1	...	...	...	1	16	21	
...	...	...	...	...	...	...	...	16	8	14
1	...	...	...	...	...	...	...	10	3	
...	...	...	...	...	...	...	...	138	161	15
...	...	...	...	...	...	1	1	119	105	
...	...	...	...	...	...	...	...	11	19	16
...	...	...	...	...	...	...	...	16	14	
...	...	...	...	...	...	...	...	14	12	17
...	...	...	...	...	...	...	...	22	24	
...	...	...	...	...	...	...	...	20	25	18
...	...	...	...	1	...	...	...	22	11	
...	...	...	...	2	...	...	...	46	35	19
2	...	...	...	2	...	3	10	114	107	
1	...	...	...	3	...	2	3	401	433	
12	...	...	2	4	...	12	19	300	692	
1	...	...	...	3	...	2	4	450	456	
13	...	...	2	6	...	29	23	1,023	842	
...	...	...	...	...	1	...	...	47	53	1
...	...	...	...	1	...	...	...	32	45	
3	4	1	...	21	...	17	15	1,750	1,335	2
13	...	5	...	2	...	11	16	572	483	
1	...	...	...	5	...	10	6	285	274	3
...	...	...	...	...	...	1	1	17	24	
...	...	...	...	3	...	...	4	169	102	4
1	1	...	...	4	...		12	69	72	
9	4	1	...	29	1	27	25	2,251	1,764	
14	1	5	...	7	...	15	29	690	624	
12	4	1	...	36	1	35	32	3,171	2,563	
50	4	7	7	22	...	74	67	3,108	2,585	

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Bengal-Nagpur.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	30	30	...	1	...	...	...	1
3. Collisions between goods trains or parts of goods trains.	1	8	9	...	...	...	1	...	1
4. Collisions between light engines ...	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	13	13	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	86	86	...	...	...	2	...	2
7. Trains or engines travelling in the wrong direction through points.	2	59	61	...	3	...	1	...	4
8. Trains running into stations or sidings at too high a speed.	...	26	26	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	159	159	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	41	41	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	5	5	*1	*3	...	...	1	3
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12. (*a*). The bursting of tubes, etc., of engines.	...	29	29	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	3	3	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	2	2	...	...	...	...	...	...
18. Ditto of couplings ...	1	397	398	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	2	2	...	...	...	...	...	...
20. Broken rails	...	48	48	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	1	16	17	...	1	...	...	...	1
22. Slips in cuttings or embankments ...	...	5	5	...	...	...	...	...	...
23. Fire in trains	...	12	12	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	16	16	...	*2	...	...	...	2
25. Other accidents	2	94	96	...	*3	...	...	...	3
Total all classes ...	7	1,055	1,062	*1	†13	...	4	1	17

* Not (*a*) passenger(s).
† Of these 8 were not passengers.

DIX 28.

ended the 31st March 1920, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

Bombay, Baroda and Central India.									Eastern Bengal.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	1	2	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	1
3	9	12	...	...	3	7	3	7	3	...	3	...	...	...	...	...	...	2
1	27	28	...	...	...	3	...	3	...	1	1	...	...	...	...	...	...	3
...	8	8	...	...	...	1	...	1	1	5	6	...	...	1	...	1	...	4
4	37	41	...	...	...	...	...	...	11	...	11	...	...	...	...	...	...	5
3	273	276	...	...	...	6	...	6	...	27	27	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	788	788	...	...	...	...	...	...	...	241	241	...	...	...	...	...	...	9
3	33	36	*1	*3	...	...	1	3	3	17	20	*2	*1	1	...	3	1	10
...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	46	46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	435	435	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	9	9	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
5	361	366	...	1	4	9	4	10	...	101	101	...	...	...	...	...	...	18
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	58	58	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	20
10	24	34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
2	31	33	...	1	...	1	...	2	...	2	2	...	...	...	...	...	...	23
1	7	8	...	...	...	1	...	1	...	4	4	...	...	...	...	...	...	24
1	145	146	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	25
34	2,311	2,345	*1	†6	7	28	8	34	18	435	453	*2	*1	2	...	4	1	

* Not (a) passenger(s)
† Three of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	East Indian.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	...	1	...	5	1	1	1	6
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	5	2	7	*18	*79	6	15	24	94
3. Collisions between goods trains or parts of goods trains.	5	6	11	...	...	1	22	1	22
4. Collisions between light engines ...	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	6	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	2	14	16	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	8	9	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	663	663	...	...	...	...	...	...
10. Trains running over obstructions on the line.	3	27	30	3	2	...	2	3	4
11. Trains running through gates at level-crossings.	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	40	40	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	111	111	...	...	...	...	...	...
14. The failure of tyres	...	2	3	...	...	...	...	...	...
15. Ditto of wheels	...	2	2	...	...	...	...	...	...
16. Ditto of axles	1	17	18	...	...	...	...	...	...
17. Ditto of brake apparatus ...	1	3	4	...	...	...	2	...	2
18. Ditto of couplings ...	5	687	692	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	12	12	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	2	...	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	2	2	...	...	...	...	...	...
23. Fire in trains	...	23	23	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	3	87	90	...	...	2	4	2	4
Total all classes ...	29	1,716	1,745	*21	*86	10	46	31	132

* Of these 2 were not passengers.

DIX 28—*contd.*

ended the 31st March 1920, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.								
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	1	1	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	1
1	7	8	...	1*	1	4	1	5	2	1	3	...	...	...	...	...	...	2
3	37	40	...	2*	2	10	2	12	...	1	1	...	...	...	...	...	...	3
...	21	21	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	4
...	41	41	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	5
...	1,118	1,118	...	1*	...	2	...	3	1	13	14	...	...	...	...	...	...	6
...	35	35	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	25	25	...	1*	...	...	...	1	...	2	2	...	...	...	...	...	...	8
...	836	836	...	...	...	...	...	...	...	690	690	...	...	...	...	...	...	9
1	38	39	2*	2	...	...	2	2	6	24	30	...	...	...	...	...	...	10
...	11	11	...	...	1	...	1	...	3	...	3	...	...	...	...	...	...	11
1	...	1	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	12
...	136	136	...	...	...	...	...	...	...	85	85	...	...	...	...	...	...	12(a)
...	456	456	...	...	...	1	...	1	...	183	183	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	63	63	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	16
...	23	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
3	850	853	...	1	...	5	...	6	3	32	35	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	39	39	...	...	...	...	...	...	...	81	81	...	...	...	...	...	...	20
1	8	9	...	...	...	...	...	...	13	...	13	...	...	...	...	...	...	21
1	4	5	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	22
2	189	191	...	2	...	1	...	3	9	...	9	...	...	...	...	...	...	23
...	10	10	...	...	1	2	1	2	...	10	10	...	...	...	...	...	...	24
...	203	203	...	1	...	3	...	4	1	30	31	...	3	...	2	...	5	25
13	4,151	4,164	*2	†11	7	29	9	40	44	1,160	1,212	...	3	...	2	...	5	

* Not (*a*) passenger(s).
† Of these five were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Nizam's Guaranteed State.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	2	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	54	54	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	71	71	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	540	540	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	2	2	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	63	63	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings... ...	...	22	22	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	3	3	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	9	9	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	9	9	...	...	...	...	...	...
25. Other accidents	...	16	16	...	...	...	...	...	...
Total all classes ...	...	797	797	...	...	...	...	...	...

DIX28—*contd.*

ended the 31st March 1920, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

North Western.									Oudh and Rohilkhand.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
4	1	5	...	1	...	4	...	5	1	...	1	...	...	...	...	...	...	1
8	2	10	41	60	...	5	41	65	1	...	1	...	...	...	...	...	...	2
8	70	78	...	19	5	6	5	25	...	...	...	...	...	...	...	...	...	3
1	12	13	...	...	1	2	1	2	...	...	...	...	...	...	...	...	...	4
21	54	75	1	1	10	58	11	59	...	...	...	...	...	...	...	...	...	5
3	168	171	...	...	...	1	...	1	...	5	5	...	...	...	...	...	...	6
	10	11	...	...	...	2	...	2	...	1	1	...	...	...	...	...	...	7
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	560	560	...	...	...	...	...	...	...	295	295	...	...	...	...	...	...	9
15	30	45	7*	*3	...	5	7	8	...	1	1	...	...	...	...	...	...	10
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	85	85	...	...	...	...	...	...	...	1	1	...		...	...	...	...	12(a)
...	125	125	...	...	...	...	...	...	...	48	48	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	14
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	12	12	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	16
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	82	82	...	...	...	...	...	...	...	86	86	...	...	...	...	...	...	1
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	42	42	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	20
2	13	15	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	21
1	...	1	18	36	1	...	19	36	...	...	...	...	...	...	...	...	...	22
...	16	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
16	22	38	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	24
1	117	118	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
83	1,429	1,512	67†	120‡	17	84	84	204	3	456	459	...	...	...	...	...	...	

* Not passengers.
† Seven of these were not passengers.
‡ Three of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	South Indian.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	...	3	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	1	...	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	13	...	13	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	2	5	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	3	...	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	1,303	1,303	...	...	...	...	...	...
10. Trains running over obstructions on the line.	22	...	22	...	*1	...	...	...	1
11. Trains running through gates at level-crossings.	3	...	3	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	215	215	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	20	1	21	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	4	5	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	28	1	29	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	40	41	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	6	8	14	...	...	...	2	...	2
25. Other accidents	7	2	9	...	...	...	1	...	1
Total all classes	113	1,584	1,697	...	*1	...	3	...	4

* Not a passenger.

DIX 28—*contd.*

ended the 31st March 1920, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

ASSAM-BENGAL.									BENGAL AND NORTH-WESTERN.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	3	3	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	5
...	17	17	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	6
...	4	4	...	...	...	...	...	...	...	17	17	..	...	...	...	..	...	7
...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	57	57	...	...	...	...	...	...	...	184	184	...	...	...	...	...	...	9
...	7	7	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	10
...	...	...	...	...	..	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	16	16	...	...	...	...	...	...	...	33	32	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	13	13	...	...	...	...	...	...	...	72	72	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	3	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	21
...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	1	1	..	...	...	...	...	...	24
2	3	5	...	...	6	4	6	4	...	16	16	...	...	...	...	...	...	25
2	143	145	...	...	6	4	6	4	1	345	346	...	...	...	1	...	1	

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Bengal Dooars.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injur
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	13	13	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	20	20	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	6	6	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	2	2	...	...	...	...	...	...
Total all classes	...	49	49	...	...	...	...	...	...

DIX 28—*contd.*

ended the 31st March 1920, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

Bhavnagar State.									Burma.								Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	1	5	6	...	...	...	1	...	1	3
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	6	...	6	...	...	...	...	...	...	5
...	18	18	...	...	...	...	...	...	...	49	49	...	...	...	...	...	...	6
...	2	2	...	...	...	...	...	...	2	11	13	...	...	...	1	...	1	7
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	30	30	...	...	...	...	...	...	3	149	152	...	...	...	...	...	...	9
...	1	1	...	...	...	...	...	...	1	21	22	...	*2	...	...	...	2	10
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12 (a)
...	8	8	...	...	...	...	...	...	...	60	60	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	37	37	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	1	6	7	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	2	8	10	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	1	85	86	...	5	...	...	...	5	23
...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	96	96	...	...	...	...	...	...	25
...	61	61	...	...	...	...	...	...	19	549	568	...	†7	...	2	...	9	

*Not passengers.
†Of these 2 were not passengers.

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Debru-Sadiya.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	...	...	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	9	9	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . .	...	...	...	...	...	...	...	...	...
16 Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	4	4	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
Total all classes ...	...	15	15	...	...	...	...	...	...

DIX 28—*contd.*

ended the 31st March 1920, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GONDAL.									JAMNAGAR.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	10	10	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	20	20	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	9
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
...	23	23	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
4	66	7	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Jodhpur-Bikaner.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	...	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	8	...	8	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	4	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	3	303	306	*1	...	...	...	1	...
10. Trains running over obstructions on the line.	...	2	2	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	12	12	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	27	27	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	8	8	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	63	63	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	4	1	5	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	2	...	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	1	37	38	...	...	...	1	...	1
Total all classes ...	19	464	483	*1	...	...	1	1	1

* Not a passenger.

DIX 28—*contd.*

ended the 31st March 1920, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

JUNAGAD STATE.									MORVI.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	8
...	3	3	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	3	3	*1	*4	...	...	1	4	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	3	3	...	...	...	...	...	...	...	5	5	...	...	...	...	...		12(a)
...	7	7	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
1	14	15	...	...	...	...	...	...	...	48	48	*1	*4	...	...	1	4	

* Not passengers.

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Mysore Railways.									Rohilkund and Kumaon.						
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	1	10	11	...	...	...	2
3. Collisions between goods trains or parts of goods trains.	1	...	1	...	...	...	2	...	2	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	1	1	...	...	...	...	...	...	...	11	11	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	17	17	...	...	...	...	...	...	...	7	7	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	70	70	...	...	...	...	...	...	...	82	82	...	...	...	...
10. Trains running over obstructions on the line.	...	7	7	..	...	...	...	...	...	1	...	1	...	*1	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	18	18	...	...	...	...	...	...	...	30	30	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...	...	11	11	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	2	2	...	...	...	...	...	...	...	5	5	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...
Total all classes	1	132	133	...	...	...	2	...	2	2	173	175	...	*1	...	2

* Not a passenger.

DIX 28—*concld.*

ended the 31st March 1920, as having occurred on the several railways open for traffic ***in and*** others, ***and of*** railway servants, killed ***or*** injured ***in each class of accident.***

Udaipur Chitorgarh.											TOTAL. 2′ 6″ and 2′ 0″ Gauges.									
Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	1
...	2	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	2	...	2	2
...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	8	...	8	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	92	14	106	*6	‡6	...	2	6	8	5
...	...	...	...	...	...	...	...	...	...	...	6	36	42	...	...	...	1	...	1	6
...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	8
...	...	...	38	38	...	...	...	...	...	...	2	28	30	...	...	...	...	...	...	9
...	1	...	...	...	...	...	...	...	...	...	3	8	11	1	...	...	...	1	...	10
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	12 (a)
...	...	...	5	5	...	...	...	...	...	...	4	56	60	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	6	...	6	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	9	5	14	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	4	2	6	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	4	4	8	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	19	12	31	5	††18	...	2	5	20	25
...	3	...	43	43	...	...	...	...	...	...	157	186	343	†12	†24	...	15	12	39	

* Not (a) passenger(s).
† Of these 6 were not passengers.
‡ One of these was not a passenger.
†† Of these five were not passengers.

Accidents to trains, rolling-stock, Permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of Accidents reported to local Governments under section 83 of the Indian Railways Act, No. IX of 1890, *i.e.*, serious accidents.		Number of other accidents.		Total number of accidents.	
	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.
1. Collisions between passenger trains or parts of passenger trains	3	13	9	3	12	16
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	33	31	40	71	73	102
3. Collisions between goods trains or parts of goods trains	20	22	196	162	216	184
4. Collisions between light engines	5	2	31	58	36	60
5. Passenger trains or parts of passenger trains leaving the rails	116	158	202	253	318	411
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	15	17	1,756	1,956	1,771	1,973
7. Trains or engines travelling in the wrong direction through points	8	9	208	159	216	168
8. Trains running into stations or sidings at too high a speed	2	1	62	74	64	75
9. Trains running over cattle on the line	25	8	7,182	7,085	7,207	7,093
10. Trains running over obstructions on the line	31	58	230	282	261	340
11. Trains running through gates at level-crossings	1	6	19	37	20	43
12. The bursting of boilers of engines	...	1	2	9	2	10
12 (*a*). The bursting of tubes, etc., of engines	2	...	505	471	507	471
13. The failure of machinery, springs, etc. of engines	1	4	1,232	1,951	1,233	1,955
14. The failure of tyres	1	1	4	10	5	11
15. Ditto of wheels	1	2	8	4	9	6
16. Ditto of axles	14	8	85	123	99	131
17. Ditto of brake apparatus	3	1	30	37	33	38
18. Ditto of couplings	23	48	2,075	2,773	2,098	2,821
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	2	2	6	2	8
20. Broken rails	1	9	244	393	245	402
21. The flooding of portions of permanent-way	15	64	73	79	88	143
22. Slips in cuttings or embankments	4	7	42	26	46	33
23. Fire in trains	15	18	476	415	491	433
24. Fire at stations, or involving injury to bridges or viaducts	8	23	173	91	181	114
25. Other accidents	21	37	1,032	873	1,053	910
Total	368	550	15,918	17,401	16,286	17,951

Mean mileage worked	36,851
Number of servants employed	711,620
Train-mileage of all descriptions	162,161,000
Number of passengers carried	520,027,400
Passenger-mileage	20,614,612,000
Per mean mile open—	
Train-mileage of all descriptions	4,400
Number of passengers carried	14,112
Passenger mileage	559,404
Total passengers—	
Killed per million of passengers	0·163
Injured per million of passengers	0·463
Killed per million of passenger-mile	0·004
Injured per million of passenger-miles	0·012

DIX 29.

1918-19 and 1919-20, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

Number of passengers and others.				Number of servants.				Total all classes.			
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.
...	...	6	7	...	1	4	5	...	1	10	12
3	§59	56	¶¶141	3	10	25	36	6	69	81	177
...	...	23	§21	6	8	20	53	6	8	43	74
...	...	...	...	1	2	14	4	1	2	14	4
2	‖7	14	***7	2	10	8	60	4	17	22	67
...	...	1	*1	1	...	7	12	1	...	8	18
...	...	*2	3	...	...	6	4	...	...	8	7
4	...	8	1	...	...	...	...	4	...	8	1
...	**1	*1	...	...	...	...	...	...	1	1	...
*8	¶17	††27	†††19	1	1	18	7	9	18	45	26
*10	*1	*2	*3	...	1	...	...	10	2	2	3
...	...	...	...	...	2	...	...	...	2	...	...
...	...	...	...	...	...	4	...	...	...	4	...
...	...	...	...	...	...	...	1	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	...	...	...	1	...
...	...	...	...	1	...	2	2	1	...	2	2
...	...	...	2	...	4	6	14	...	4	6	16
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
2	...	*3	1	...	...	...	...	2	...	3	1
...	18	...	36	...	1	2	...	...	19	2	36
†6	...	§11	8	3	...	15	2	9	...	26	10
*5	...	3	*2	5	1	6	6	10	1	9	8
*3	5	‡‡25	‡‡‡25	...	8	12	17	3	13	37	42
‡43	**108	‖‖182	¶¶¶277	23	49	150	223	66	157	332	500

* Not (*a*) passenger (*s*).
†† Of these twenty-five were not passengers.
‖ Of these six were not passengers.
‖‖ Of these fifty-one were not passengers.
‡‡ Of these sixteen were not passengers.
¶¶ Of these three were not passengers.
** Of these twenty-three were not passengers.
† Of these five were not passengers.
§ Of these two were not passengers.
¶¶¶ Of these thirty-six were not passengers.
‡ Of these thirty-one were not passengers.
¶ Of these thirteen were not passengers.
††† Of these fifteen were not passengers.
*** Of these one was not a passenger.
‡‡‡ Of these eight were not passengers.

APPENDIX 30.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 14th November 1913.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

[*As modified by Government of India, Railway Department (Railway Board) letter No. 969-R. P. of 1914, dated the 13th March 1914.*]

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concession under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 30—*contd.*

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch-line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State ; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital ; but capital may be raised for the same branch line, partly under the guarantee system and partly under the rebate system." In cases where the entire capital is raised by the issue of shares the following terms will apply :—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent. per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying intrest on the paid-up share capital at the rate of 5 per cent. shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent. per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent. on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

"(*c*) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{Guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{Guarantee}}{\text{rebate}}$ terms."

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Committees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

APPENDIX 30—*contd.*

(*o*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by the State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed. 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stocks, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(*x*) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*iv*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent. (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

APPENDIX 30—*contd.*

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows :—

(*a*) if the branch line company works its own line, as part of the working expenses of the line;

(*b*) if the company's line is worked by the main line administration;

(1) when the net earnings do not suffice to pay interest at 5 per cent. (or suffice to pay only 5 per cent.) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency :

(2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent. per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes and the maximum and minimum rates of each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases :—

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent. of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings

APPENDIX 30—*contd.*

(excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent. and a minimum of 100 per cent. of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

The Secretary to the Government of Madras, Public Works Department, Railways.

The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore and Chief Commissioner, Coorg.

The Honourable the Chief Commissioners of the Central Provinces and Assam.

The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.

The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.

The Accountant General, Railways.

The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

Documents accompanying.

Enclosure No. I.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

Enclosure No. II.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 30—*contd.*

Enclosure No. 1 (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify :—

(*a*) the company, person, or syndicate by whom the application is preferred ; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment ;

(*c*) the length, so far as known, of the proposed railway ;

(*d*) the gauge, the weight of rails, etc. ;

(*e*) motive power to be employed ;

(*f*) the maximum tolls, rates and fares proposed to be charged on the projected railway ;

(*g*) the proposals for working the railway when constructed ; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration, under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement ;

(*h*) the charges proposed by the applicants for floating the branch company ;

(*i*) the charges proposed on account of the general administration of the branch company's affairs ;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate, as correct as may be, of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government ; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 30—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8	The charges proposed by the applicants for floating the branch company.	
9	The charges proposed on account of the general administration of the branch company's affairs.	
10	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 30—*contd.*

Appendix A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passengers fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special Class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 30—*concld.*

Enclosure No. II to Government of India Resolution No. 457-R.P. of 1913.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such application shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX 31.

RESOLUTION No. $\frac{1894}{86}$ P. OF 1915.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 7th January 1915.

Grant of special concessions to Branch Line Companies formed for the construction of railways in Assam.

Observations.—The Government of India have recently had under their consideration the question of adopting further means to encourage the construction of feeder railways in the Province of Assam. It has been recognised that improved means of communication are essential if the material development of which that Province is capable, is to be brought about, but that, in the present partially developed state of large tracts, the immediate financial prospects of branch railways constructed in those tracts are less favourable than are the prospects of similar railways in other Provinces of India. In these circumstances the Government of India consider that in order to encourage the formation of companies for the construction of feeder railways in partially developed tracts in Assam some increased measure of financial assistance is required during the early years after the opening of such railways and before the country traversed has attained to that state of development to which the existence of a railway may be expected to conduce. The Government of India have therefore decided with the approval of His Majesty's Secretary of State in Council of India that the Assam Administration may in approved cases supplement the financial assistance by way of guarantee the grant of which at the charge of Imperial revenues is contemplated by the Government of India Resolution No. 457 R. P., dated the 14th November 1913.

Resolution.—In the case of branch line companies formed for the construction of railways in partially developed tracts in Assam the Government of India will be prepared, provided the conditions implied in the foregoing Observations are fulfilled, to sanction an arrangement by which, in addition to the Imperial guarantee of $3\frac{1}{2}$ per cent. contemplated in clause 3 (*VII*) (*a*) of their Resolution No. 457 R. P., dated 14th November 1913, the Assam Administration shall undertake for a fixed term of years to make good to the branch line company the sum necessary to increase the rate of dividend to $4\frac{1}{2}$ per cent. on the paid up capital of the company when its net earnings are insufficient to admit of the payment of a dividend at this rate. The period during which the Assam Administration will undertake this liability must depend on the circumstances of each individual case and the prospects of early development which it presents. In all other respects the orders for the time being in force regarding the formation of companies for the construction of feeder railways in other parts of India will apply to the formation of companies for a like purpose in the province of Assam.

ORDER.—Ordered that this Resolution be forwarded for information to the Government of Assam and that the same be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

APPENDIX 32.

No. 65-P.-16.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 1st May 1920.

To

THE AGENTS, NORTH WESTERN AND OUDH AND ROHILKHAND RAILWAYS.

THE AGENTS, BENGAL AND NORTH-WESTERN, BOMBAY, BARODA AND CENTRAL INDIA, GREAT INDIAN PENINSULA, MADRAS AND SOUTHERN MAHRATTA, SOUTH INDIAN AND BURMA RAILWAYS.

THE AGENTS AND CHIEF ENGINEERS, ROHILKUND AND KUMAON AND HIS EXALTED HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS.

THE AGENT AND GENERAL MANAGER, ASSAM RAILWAYS AND TRADING COMPANY (DIBRU-SADIYA RAILWAY), DIBRUGARH.

THE MANAGER, JODHPUR-BIKANER RAILWAY.

THE AGENT, MYSORE STATE RAILWAYS, BANGALORE.

MESSRS. MCLEOD AND COMPANY, MANAGING AGENTS, AHMADPUR-KATWA, BANKURA-DAMOODAR, KALIGHAT-FALTA, AND JESSORE-JHENIDA RAILWAYS, CALCUTTA.

MESSRS. MARTIN AND COMPANY, MANAGING AGENTS, ARRAH-SASARAM, BARASET-BASIRHAT, BUKHTIARPUR BIHAR, HOWRAH-AMTA, HOWRAH-SHEAKH-LA, FUTWA-ISLAMPUR, SHAHDARA (DELHI)—SAHARANPUR LIGHT AND ARAKAN LIGHT RAILWAYS, CALCUTTA.

MESSRS. KILLICK NIXON AND COMPANY, BOMBAY.

DEAR SIR(S),

I am directed to say that the Railway Board had recently under consideration the question of formulating some principles to be observed in determining the headways and waterways under Railway Bridges over navigable channels in Assam and Bengal. As a result a set of rules was framed which have been in operation in the two provinces for about a year. These rules having now been approved by the Secretary of State as being adequate for the protection of the legitimate interests of steamer companys and railways in general, I am to forward herewith a copy of the rules for your information.

Yours faithfuly,

R. D. T. ALEXANDER,

for *Secretary, Railway Board.*

No. 65-P.-16, dated the 1st May 1920.

Copy (with enclosure) forwarded to :—

The Joint Secretaries to the Governments of Bombay and Burma, Public Works Department ;

The Secretaries to the Governments of Bihar and Orissa, United Provinces, Madras and the Punjab, Public Works Department;

APPENDIX 32—*contd.*

The Hon'ble the Chief Commissioner, Central Provinces;

The Chief Commissioner of Delhi;

The Hon'ble the Resident at Hyderabad;

The Hon'ble the Resident in Mysore and Chief Commissioner, Coorg;

The Hon'ble the Agent to the Governor General, Rajputana;

The Hon'ble the Resident in Kashmir;

The Hon'ble the Agent to the Governor General, Central India;

The Hon'ble the Agent to the Governor General and Chief Commissioner, Baluchistan;

The Hon'ble the Chief Commissioner and Agent to the Governor General, North-West Frontier Province;

The Resident at Baroda;

for information, with the remark that the rules in question may be given such publicity as may be considered necessary.

By order,

R. D. T. ALEXANDER,

for *Secretary, Railway Board.*

No. 65-P.-16, dated the 1st May 1920.

Copy forwarded to—

(1) The Secretary to the Government of Bengal, Public Works Department.
The Secretary to the Hon'ble the Chief Commissioner of Assam, Public Works Department.

(2) Messrs. Gillanders, Arbuthnot and Company, Managing Agents, Mymensingh Bhairab Bazar Railway Company, etc.

(3) The Agents, Eastern Bengal, East Indian, Assam-Bengal, and Bengal-Nagpur Railways,

for information, with reference to the correspondence ending with

(1) his letter No. 553-I., dated the 25th February 1919 / his letter No. 1178-B.-Rlys., dated the 13th March 1919 and with the remark that the rules in question may be given such publicity as may be considered necessary,

(2) this office letter No. 65-P.-16, dated the 25th April 1919.

(3) this office memorandum No. 65-P.-16, dated the 3rd February 1919.

By order,

R. D. T. ALEXANDER,

for *Secretary, Railway Board.*

No. 65-P.-16, dated the 1st May 1920.

Copy, with copies of endorsements forwarded to the Public Works Department for information.

By order,

R. D. T. ALEXANDER,

for *Secretary, Railway Board.*

APPENDIX 32—*contd.*

ENCLOSURE TO LETTER NO. 65-P.-16, DATED 1ST MAY 1920.

Rules embodying the principles to be observed in determining the headways and waterways under railway bridges over navigable channels in Assam and Bengal.

In the case of rivers on which steamer services are already established full provision should be made for these services by the railway. Reasonable provision should also be made at railway cost for any development of river traffic that can be shown to be definitely in sight when the construction of a railway is taken in hand.

2. In the case of rivers which are navigable but which have not hitherto been served by steamers, the railways should not be called upon to provide greater headways or wider spans than are necessary for the passing of flood water and country boats of the largest size among those which habitually use the stream unless the steamer companies can show that there is a genuine prospect of river services being opened within a reasonable period and that such services are required in the public interest. What is a genuine prospect and what is a reasonable period are questions of fact to be decided in each case as it arises.

3. As regards rivers which are unsuitable for steamer traffic, railways should not be required to provide any facilities for steamer services, since possible improvements in the future must be purely hypothetical. Whether a river is suitable or unsuitable for navigation should be decided by the local Government after hearing the steamer companies and the railway concerned.

4. In all cases other than those mentioned in clauses 1 and 2, steamer companies should provide the whole or such portion, as the Government of India may in each case determine, of the additional cost of any increase of span or headway which they desire should be provided and which is not necessary for the purposes of the railway.

5. Headways should generally be calculated above the normal high flood level, taking, if possible, an average of not less than ten years' recorded high flood levels.

6. In fixing headways it must be remembered that if railways are required to make bridges high enough to pass all established steamer traffic, steamer companies, on their part, should reasonably be expected to adopt a suitable type of steamer with dipping funnels, kept as low above water level as possible, so as not to raise the cost of bridges unnecessarily. It is considered that standard types of steamer, requiring headways as detailed below, will be suitable for all kinds of river traffic :—

	14	feet
	20	,,
	28	,,
	35	,,
	40	,,
over	40	,, (with the previous approval of the Local Government).

With the steamers classified thus, it will merely be necessary, in order to determine what headway should be provided over a river in any given case to decide for what particular type of steamer the bridge should be constructed.

7. If the cost of providing the required headway should prove excessive lifting or swing bridges may be substituted for fixed spans; in that case provision must be made for opening the movable span at reasonable intervals so as not to obstruct the steamer traffic unnecessarily.

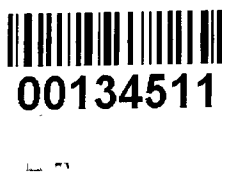
APPENDIX 32—*concld.*

8. Provision should be made for country boat traffic in the case of all rivers on which country boats ply or it is possible for them to ply.

9. In regard to the waterway to be provided, in any given case, provision should be made for spans of width sufficient to pass steamers with two flats alongside in the case of large rivers and steamers with one flat alongside in the case of smaller rivers.

10. Disputes or differences of opinion in particular cases should be settled in respect of each case by the Local Government after reference, if required, to a Local Committee representative of all interests and presided over by the Commissioner of the Division or Valley concerned.

14RAR—1,550—28-12-20—GCPS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